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EXHIBITS

TRANSCRIPT OF RECORD

Supreme Court of the United States

OCTOBER TERM, 1942

No. 175

THE INTERSTATE COMMERCE COMMISSION, THE BALTIMORE AND OHIO RAILROAD COMPANY, THE NEW YORK CENTRAL RAILROAD COMPANY, ET AL., APPELLANTS,

vs.

INLAND WATERWAYS CORPORATION, CARGILL, INCORPORATED, NORRIS GRAIN COMPANY, ET AL.

APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF ILLINOIS

FILED JUNE 24, 1942.

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Statement showing in chronological order the tariff provisions applicable in connection with Proportional rates on Grain, carload, published from Chicago, Ill. to destinations in Central Freight Association, (pages 1 to 9 incl.) Trunk Line and New England Territories, pages 10 to 27 incl.

	PART 1. PROVISIONS APPLICABLE IN CONNECTION WITH RATES TO CENTRAL TERRITORY.
Effective March 15, 1910. L.S.& M.S. Ry. Tariff I.C.C.No. A-2504.	Item 6-Rates named in column headed Item 6, will apply from Chicago, Grand Crossing, So. Chicago, Ill., Whiting and Indiana Harbor, Ind., on Grain, when originating at all points in Arizona, Arkansas, Colorado, Kansas, Mexico, Nebraska, New Mexico, Oklahoma, Texas, Utah and Wyoming and points in Iowa and Missouri from which no through rates are in effect. From all points in Idaho, when billed via Missouri River crossings, viz: Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Kansas City and Levenworth, Kans., Nebraska City, Neb., Omaha, Neb., Pacific Jct., Ia., St Joseph, Mo., Sioux City, Ia., and So. Omaha, Nebr. From points in Minnesota, viz: Adrian, Ash Creek, Beaver Creek, Bigelow, Bruce, Ellsworth, Hills, Kanaranzi, Luverne, Magnolia, Round Lake, Rushmore, Sioux Falls Jct., Steen, Warner and Worthington. From points in the Dakotas, on the C.B.& Q.R.R., also Lead City and Sioux Falls, S.D., and points in So. Dakota, viz: Shindler (on C.R.I.& P.Ry.), Canton, Elk Point, Fairview, Harrisburg, Hudson, Jefferson, Mc Cook (on C.M.& St.P.Ry.), Brandon, Valley Spring (On C.St.P.M& O.Ry.), Ben Clare, E.Sioux Falls and Wowena (on I.C.R.R.), Belle Fourche, Black Hawk, Blacktail, Bonesteel, Brennan, Buffalo Gap, Burke, Burke Siding, Central City, Crown Hill, Dallas, Deadwood, Evans Siding, Fairburn, Fairfax, Gregory, Hermosa, Herrick, Hot Springs, Lead, Oelrichs, Piedmont, Portland, Rapid City, Smithwick, St. Charles, St. Onge, Sturgis, Terry, Tilford, Wayside, Whitewood, S.D. (C.& N.W.Ry.) From points in Montana, when routed via Missouri River Crossings, viz: Atchison, Kan., Council Bluffs, Iowa, Kansas City, Mo., Kansas City and Leavenworth, Kan., Nebraska City, Neb., Omaha, Neb., Pacific Jct., Ia., St Joseph, Mo., Sioux City, Ia., and So. Omaha, Neb. Item 7-Rates named in column headed Item 7, will apply from Chicago, Englewood, Grand Crossing, So. Chicago, Ill., Whiting and Indiana Harbor, Ind., on Grain, when originating in territory described below, and also when received by boat. From points in Wisconsin from which no through rates are in effect. From points in the Upper Peninsula of Michigan. From points in Idaho,, the Dakotas, Minnesota and Montana, except as provided in Item 6.
Effective March 15, 1913. L.S.& M.S. Ry. Tariff I.C.C.No. A-2915.	Note 2-Reshipping - Rates named in column headed Note 2 are reshipping or proportional, applying from Chicago, Englewood, Grand Crossing, So. Chicago, Ill., Whiting and Indiana Harbor, Ind., on Grain, in carloads, originating at points from which no through joint rates are in effect, except as provided in columns headed Notes 3 and 4, and will also apply on Grain originating in same territory, handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission. Note 3-Trans-Mississippi River - Rates named in column headed Note 3, will apply from Chicago, Englewood, Grand Crossing, So. Chicago, Ill., Whiting and Indiana Harbor, Ind., on Grain when originating at points in Trans-Mississippi River territory as described in Territorial Directory No.3, I.C.C.No.305, (L.S.& M.S. Joint G.F.D.No.2097-A) supplements thereto and reissues thereof, issued by Eugene Morris, Agent, handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission.

Effective March 15, 1913. L.S.& M.S Ry.Tariff I.C.C.No. A-2915.

Note 4-Northwest - Rates named in column headed Note 4,will apply from Chicago,Englewood,Grand Crossing,So.Chicago,Ill., Whiting and Indiana Harbor,Ind.,on Grain,in carloads, when originating in the following described territory from which no through joint rates are in effect.

(a) From points in Wisconsin.
(b) From points in the Upper Peninsula of Michigan.
(c) From points west of the Minnesota-Wisconsin State line,except as provided for in Note 3.
(d) On shipments which arrive by boat lines,originating at any of the points in the above defined territory.

Effective November 16,1914. L.S.& M.S. Ry.Tariff I.C.C.No. A-3238, Supp.1.

The following additional reshipping application was added to the above:

Note 2½-Rates named in column headed Note 2½ are reshipping or proportional,applying from Chicago,Englewood,Grand Crossing,So.Chicago,Ill.,Whiting and Indiana Harbor,Ind. on Grain in carloads,originating at points named in Note A below,and will also apply on Grain originating in same territory, handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission.

Note A:

Alexandria	Mo.	Garden City	Ia.	Montrose	Ia.
Ashburn	"	Gordon's Ferry	"	Mooar	"
Ballinger	Ia	Grand View	"	Moody	Mo.
Bard	"	Green Island	"	Morning Sun	Ia.
Beck	"	Gregory	Mo.	Muscatine	"
Bellevue	"	Hahn's Switch	Ia.	Oakville	"
Bettendorf	"	Hannibal	Mo.	Patterson	"
Buffalo	"	Helton	Ia.	Pleasant Creek	"
Bullard	"	Huron	"	Pleasant Valley	"
Burlington	"	Ilasco	Mo.	Princeton	"
Busch	Mo.	Kemper	Ia	Reading	Mo.
Camanche	Ia	Keokuk	Ia	Round House	Ia.
Canton	Mo	Kingston	Ia	St Louis	Mo.
Clemens	Ia	La Grange	Mo	Sabula	Ia
Clinton	"	Lambs	"	Sandusky	"
Columbus Jct	"	La Motte	"	Santuzza	Mo.
Dubuque	"	Latty	Ia	Saverton	"
Elk River Jct	"	Letts	"	Sperry	"
Elrick Jct	"	Linton	"	Tile Works	"
Fairport	"	Louisiana	Mo.	Viele	"
Folletts	"	Love	"	Wapello	"
Ft Madison	"	Lyons	Ia	W.Burlington	"
Fredonia	"	Mediapolis	"	W.Quincy	"
Fruitland	"	Middle Lock	"	Wever	Ia
Gallant	"	Montpelier	"	White Rock	Mo.

and effective September 15, 1915, in supplement 9, to L.S.& M.S.Ry. I.C.C.No.A-3238, Note 2½ was cancelled referring to Note 2 (Reshipping) rates to apply.

Effective November 1,1916. N.Y.C. R.R. Tariff I.C.C.-L.S.No. 300.

Note 3-Reshipping - Rates named in column headed Note 3,are reshipping or proportional, applying from stations shown on page 5,taking group 1 rates,on Grain,in carloads,originating at points from which no through joint rates are in effect, except as provided for in columns headed Notes 4 and 5,and will alsoapply on Grain originating in same territory,handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission.

Effective November 1,1916. N.Y.C. R.R. Tariff I.C.C.-L.S.No. 300.	Note 4-Trans-Mississippi River - Rates named in column headed Note 4,will apply from stations shown on page 5, taking Group 1 rates, on Grain,in carloads,when originating at points in Trans-Mississippi River Territory as described in Territorial Directory No.3-B,I.C.C.No. 526,G.F.D.-L.S.No.112,supplements thereto and reissues thereop,issued by Eugene Morris,Agent,handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission,also on through consignments of Grain, from Trans-Mississippi River territory,except as otherwise specifically provided therein. Will also apply on Grain,from Delmar,Kankakee, Momence,Ill.,and Schneider,Ind.,originating at points from which no through rates are in effect. Note 5-Northwest - Rates named in column headed Note 5, will apply from stations shown on page 5,taking Group 1 rates,on Grain,in carloads,when originating in the following described territory from which no through joint rates are in effect. (a) From points in Wisconsin. (b) From points in the Upper Peninsula of Michigan. (c) From points west of the Minnesota-Wisconsin State line,except as provided for in Note 4. (d) On shipments which arrive by boat lines at stations shown on page 5,Chicago,Ill.(index 1)to Indiana Harbor,Ind.(index 7),inclusive, originating at any of the points in the above defined territory.
Effective May 1, 1924. N.Y.C. R.R. Tariff I.C.C.-L.S.1072, Supp.8.	Note 15-A Reshipping - Rates named on pages 45 to 57 inc. of tariff,in column headed Note 15,apply from stations shown in Note 60,taking group 1 rates,on Grain,in carloads, and are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of traffic and rate paid to the reshipping point and will only apply on such traffic when originating at points,except as provided for in Notes 20-A and 25-A,from which no joint through commodity rates are in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination;provided,that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom. These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission. Rates also apply on through billed shipments originating at points in territory as described in this Note,from which no joint through commodity rates are in effect,not stopped in transit at reshipping points subject to this application. Note 20-A Trans-Mississippi River - Rates named on pages 45 to 57 inc.of tariff headed Note 20,apply from stations shown in Note 60,taking Group 1 rates,on Grain,in carloads and are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill of like documentary evidence as to the origin of traffic and rate paid to the reshipping point and will only apply on such traffic when originating at points in Trans-Mississippi River territory as described in Territorial Directory No.3-D,I.C.C.No.1151,G.F.D.-L.S.No.112-B supplements thereto and reissues thereof,issued by B.T. Jones,Agent,from which no joint through commdoity rates

are in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination, provided that in no case shall the combination through rate to and from the reshipping point to be added to the reshipping or proportional rate therefrom.

These rates are subject to transit rules and regulations in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note from which no joint through commodity rates are in effect, not stopped in transit at reshipping points subject to this application, except as otherwise specifically provided in tariff as amended.

Effective May 1, 1924. N.Y.C. R.R. Tariff I.C.C.-L.S.1072, Supp.8

Note 25-A Northwest - Rates named on pages 45 to 57 inc., of tariff, in column headed Note 25, apply from stations shown in Note 60, taking Group 1 rates on Grain, in carloads, and are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of traffic and rate paid to the reshipping point and will only apply on such traffic when originating in the following described territory:

Points in Wisconsin.
Points in the Upper Peninsula of Michigan.
Points west of the Minnesota-Wisconsin State Line, except as provided for in Note 20A.
Points in the Dominion of Canada, viz: All points in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan.
On shipments which arrive by boat lines at stations shown in Note 60, Chicago, Ill. to Indiana Harbor, Ind. inclusive, originating at any points in the above defined territory.

from which no joint through commodity rates are in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination; provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom.

These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, from which no joint through commodity rates are in effect, not stopped in transit at reshipping points subject to this application.

Effective June 28, 1935. Agent B.T. Jones Tariff I.C.C. 2790.

Note 30. APPLICATION OF RESHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN TRANS-MISSISSIPPI RIVER TERRITORY

Where reference is made to this note rates will apply as follows:

Rates subject to the provisions of this Note, are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in **Trans-Mississippi River Territory** (as described in this Note); provided, that in no case shall the combination through rates to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rates therefrom.

These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note not stopped in transit at reshipping points subject to this application.

Exception 1.—Rate will not apply from Peoria, Ill., and points taking same rates on traffic subject to Note 50, page 87.

Exception 2 - Rate will not apply from Chicago,E.Joliet,Kankakee, Ill.,Kewaunee,Wis.,Mackinaw City,Mich.,Manitowoc,Wis.,Maniatique, Menominee,Mich.,Milwaukee,Wis.,or Peoria,Ill., and points taking same rates on traffic subject to Note 50,page 91.

TRANS-MISSISSIPPI RIVER TERRITORY

ARIZONA—Stations as follows:

Acacia	Calva	Enid	Humboldt	Fan	Solomon
Aguila	Canelo	Ernan	Huron	Parker	South Siding
Allah	Cavot	Escala	Kelvin	Patagonia	Stark
Alrich	C. sador	Fields	Kendall	Peterson	Stoval
Alto	Chandler	Florence	Kim	Pica	Sunshine
Anita	Charleston	Flores	Kingdon	Piedra	Tanque
Apache	Chiricahua	Flux	Kiser	Pinal	Tempe
Apex	Claypool	Forepaugh	Lancha	Pitt	Theba
Arizona City	Clifton	Forrest	Lee	Poland Jct	Thomson
Arkill	Cochran	Fortuna	Lewis Springs	Pulvo	Tombstone
Asher	Coledon	Frankenburg	Larim	Prairie	Topock
Ashurst	Concomac	Gael	Lone Star	Price	Tovrea
Audley	Congress	Gila	Lowell	Prieta	Utting
Bawtry	Contention	Gilbert	McQueen	Puntenney	Vail
Bernardino	Cordes	Glauber	Magma	Queen Creek	Valle
Bisbee Jct	Creamery	Golden	Marana	Quevero	Vanar
Blue Bell	Crook	Grand Canyon	Miami	Radium	Vicksburg
Bon	Danny	Granite Spur	Mobile	Rankin	Warren
Bouse	Divide	Guthrie	Mohawk	Red Lake	Weeden
Brananan	Doce	Haeckel	Montrose	Saddle	Willaha
Buchan	Dome	Hanan	Mum	St. Davids	Winkleman
Burch	Don Luis	Hayden	Naco	Salome	Wooley
Burns	Douglas	Helena	Naches	San Pedro	York
Butler	Drury	Hereford	Navajo	San Simon	Zellweger
Bylas	Duncan	Higley	Ocatilla	Sheldon	
Calumet	Eloy	Hops			

ARKANSAS—All Stations.

COLORADO—All stations.

IDAHO—All stations when routed via Missouri River Crossings (named in Note 66, page 89).

IOWA—All stations except the following:

Becks	Clinton	Green Island	Montrose	Sandusky
Bellevue	Davenport	Hurst's Mill Spur	Moour	Shaffton
Bettendorf	Dubuque	Kemper	Muscatine	Shupton
Brisker	Elk River Jct	Keokuk	Patterson	Spring Grove
Buffalo	Fairport	Le Claire	Pleasant Creek	Tile Works
Ballard	Ft Madison	Linwood	Pleasant Valley	Viele
Burlington	Galland	Lyons	Princeton	West Burlington
Camanche	Gordon's Ferry	Montpelier	Sabula	West Keithsburg
				Wever

KANSAS—All stations.

MEXICO—All stations.

Effective June 28, 1935. Agent B.T. Jones Tariff I.C.C. 2790.

MISSOURI—All stations except the following:

Alexandria	Gregory	LaGrange	Mark	St. Louis
Ashburn	Hannibal	Lamb	Munger's Switch	Staverton
Bunch	Helton	LaMotte	Reading	West Quincy
Canton	Huiskamp	Louisiana	Riverland	White Rock
Fenway	Ilasco Jct			

MONTANA—All stations when routed via Missouri River Crossings (named in Note 66, page 89).

NEBRASKA—All stations.

NEW MEXICO—All stations.

OKLAHOMA—All stations.

OREGON—Stations as follows when routed via Missouri River Crossings (named in Note 66, page 89)

Arcadia	Huntington	Nyssa	Ontario	Vale
Cairo	Mallett			

SOUTH DAKOTA—Stations as follows:

Alcester	Cottonwood	Hill City	Manito-Mackenzie	Siding No. 11
Alexandria	Creston	Hills Siding	Murphy	Sioux Falls
Alpena	Crooks	Hooker	Mystic	Smithwick
Ardmore	Custer	Hot Springs	Nahant	Spencer
Argonne	Cuthbert	Howard	Naoma	Springfield
Argyle	Dallas	Hudson	Newell	Stamford
Armour	Dante	Humboldt	Nisland	Stickney
Artesian	Davis	Huntimer	Nowlin	Sturgis
Asylum Track	Deadwood	Hurley	Oacoma	Tabor
Avon	Dell Rapids	Imlay	O D Siding	Talmo
Baltic	Delmont	Interior	Oelrichs	Teton
Beardsley	Dewey	Ireco	Okaton	Tilford
Belle Fourche	Dimock	Ivanhoe	Oldham	Trent
Belvidere	Dolton	Jacquet	Oral	Tripp
Benclare	Draper	Jefferson	Oroville	Trojan
Beresford	Dumont	Junius	Owanka	Tuscan
Berne	East Sioux Falls	Kadoka	Parker	Tyler
Betts	Edgemont	Kaylor	Parkston	Tyndall
Black Hawk	Egan	Kennebec	Peaks	Underwood
Blacktail	Elk Point	Keystone	Philip	Unityville
Bonesteel	Ellis	Kimball	Piedmont	Utica
Bonge	Emery	Kingsburg	Plankinton	Vale
Box Elder	Englewood	Kirk	Platte	Valley Springs
Bovee	Erskine	Lake Andes	Pluma	Van Metre
Brandon	Esmond	Lane	Plumb	Vermillion
Bridgewater	Ethan	Lead	Powell	Viborg
Buena Vista	Evans Siding	Lemmon	Presho	Vilas
Buffalo Gap	Fairburn	Lesterville	Pringle	Virgil
Burbank	Fairfax	Letcher	Provo	Vivian
Burdock	Fairview	Loomis	Pukwana	Volin
Burke	Farmer	Loring	Quinn	Wagner
Burton	Farmingdale	Lyman	Ramona	Wakonda
Canastota	Fedora	Lyons	Rapid City	Wall
Canova	Fish & Hunter Spur	McCook	Ravinia	Wasp No. 2 Spur
Canton	Flandreau	Madison	Red Fern	Wasta
Cape	Forestburg	Marietta	Red Water Siding	Wendte
Capute	Fort Pierre	Marion Jct.	Reliance	Wentworth
Carthage	Freeman	Mayo	Renner	Wessington Springs
Centerville	Frutdale	Merkling	Riverside	Weta
Central City	Fullerville	Mesmo	Rockford	White Lake
Chamberlain	Fulton	Midland	Roswell	Whitewood
Chancellor	Garretson	Minnekahta	Rowena	Winfred
Chester	Gayville	Mimmo Hill	Rumford	Winner
Chilson	Geddes	Mitchell	St. Charles	Witten
Colman	Gregory	Monroe	St. Onge	Wood
Colome	Harrisburg	Montrose	Salem	Woonsocket
Colton	Hartford	Morefield	Scenic	Worthing
Comato	Haskin	Mosher	Scotland	Yankton
Corwea	Hermosa	Mt. Vernon	Shandlar	
Corson	Herrick			

TEXAS—All stations.

UTAH—All stations.

WYOMING—All stations.

Note 45. **APPLICATION OF RESHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN NORTHWEST TERRITORY**

Where reference is made to this note rates will apply as follows:

Rates apply as reshipping or proportional rates on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in Northwest Territory (as described below), or as otherwise stated; provided, that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination; the difference necessary to protect the local rate from the reshipping point to be added to the reshipping rate therefrom.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, not stopped in transit at reshipping points subject to this application.

GRAIN (NORTHWEST)

Rates on Grain, subject to this Note will apply on Grain, carloads (see Note 5, page 73), originating in the following described territory:

(a) Points in Wisconsin.
(b) Points in Upper Peninsula of Michigan.
(c) Points west of the Minnesota-Wisconsin State Line, except points in Trans-Mississippi River Territory as described in Note 20, pages 77 and 78.
(d) Points in the Dominion of Canada, viz.: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan.
(e) On shipments which arrive by Boat Lines at Chicago, Ill., Kewaunee, Wis., Mackinaw City, Mich., Manitowoc, Wis., Menominee, Mich., Manistique, Mich., and Milwaukee, Wis.

NOTE 45.

RESHIPPING
APPLICATION OF RESHIPPING OR PROPORTIONAL RATES APPLICABLE ON TRAFFIC ORIGINATING AT POINTS IN THE TERRITORY AS DESCRIBED BELOW

Where reference is made to this Note rates will apply as follows:

Rates subject to the provisions of this Note are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or water transportation line [illegible] that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in the territory as described below; provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom.

Effective June 28, 1935. Agent B.T. Jones Tariff I.C.C. 2790.

These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, not stopped in transit at reshipping points subject to this application.

A-1 Rates on Grain (see Note 5, page 71), from Chicago, Ill., East Joliet, Ill., Kankakee, Ill., Kewaunee, Wis., Manistique, Mich., Manitowoc, Wis., Menominee, Mich., and Milwaukee, Wis., and points taking same rates as shown on pages 8 to 11, inclusive, subject to the provisions of this Note, apply on shipments of Grain when originating at points beyond (except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 77 and 78), or Northwest Territory (see Note 40, page 87).

A-2 Rates on Grain Products (see Note 10, pages 73 and 74), from Chicago, Ill., East Joliet, Ill., Kankakee, Ill., Kewaunee, Wis., Manistique, Mich., Manitowoc, Wis., Menominee, Mich., Milwaukee, Wis., and points taking same rates as shown on pages 8 to 11, inclusive, subject to the provisions of this Note, apply on shipments of Grain Products originating beyond (except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 77 and 78), or Northwest Territory (see Note 40, page 87).

B-1 Rates on Grain (see Note 5, page 71), from Peoria, Ill., and points taking same rates as shown on pages 8 to 11, inclusive (except as provided in paragraph B-2 hereof), subject to the provisions of this Note, apply on shipments of Grain when originating at points beyond (except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 77 and 78), or Northern Iowa Territory (see Note 30) or Northwest Territory (see Note 40, page 87).

B-2 Rates on Grain (see Note 5, page 71), from Peoria, Ill., subject to the provisions of this Note will apply from Peoria, Bloomington, Crescent, Pekin, South Bartonville and Springfield, Ill., only as follows:

(a) As proportional or reshipping rates on shipments originating at stations shown in tariffs named in Note A, page 68, supplements thereto or successive issues thereof, from which proportional rates are published to Peoria, Bloomington, Crescent, Pekin, South Bartonville or Springfield, Ill., and only when such proportional rates are assessed into Peoria, Bloomington, Crescent, Pekin, South Bartonville or Springfield, Ill., and when the grain is destined to the following points:

Bellaire	Ohio	Crabtree	Pa.	Irvington	Pa.	Oil City	Pa.
Belle Vernon	Pa.	Dunkirk	N.Y.	Jacobs Creek	Pa.	Parkersburg	W.Va.
Bessemer	Pa.	East Buffalo	N.Y.	Johnstown	Pa.	Pittsburgh	Pa.
Black Rock	N.Y.	Elizabeth	Pa.	Laurel Run	Pa.	Point Pleasant	W.Va.
Blairsville	Pa.	Elkwood City	Pa.	Masontown	Pa.	Ravenswood	W.Va.
Bridgeport	Ohio	Erie	Pa.	Marvell	Pa.	Salamanca	N.Y.
Brownsville	Pa.	Fairchance	Pa.	Monongahela	Pa.	Suspension Bridge	N.Y.
Buffalo	N.Y.	Gauley Bridge	W.Va.	Moundsville	W.Va.	Tiltonville	Pa.
Charleston	W.Va.	Grafton	W.Va.	New Martinsville	W.Va.	Washington	Pa.
Connellsville	Pa.	Huntington	W.Va.	Niagara Falls	N.Y.	West Newton	Pa.
Corry	Pa.	Indiana	Pa.	North Tonawanda	N.Y.	Wheeling	W.Va.

and points taking same rates or arbitraries higher as shown in CFATB Freight Tariff No. 470 I.C.C. No. 2486 also points taking same rates as listed on pages 14 to 72 inclusive.

The first paragraph of Note 45, was corrected to read as follows:

Effective August 25, 1935. Agent B.T. Jones, Tariff I.C.C. 2790, Supplement 2.

Rates subject to the provisions of this Note are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or water transportation line (except Illinois Grain moving via water transportation line) that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in the territory as described below; provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom.

The following paragraph was added to Note 45:

Effective February 5, 1939. Agent B.T. Jones, Tariff I.C.C. 2790, Supplement 49.

(b) As proportional or reshipping rates on shipments originating at points beyond, except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 77 and 78 of tariff, as amended) or traffic covered by paragraph (a), Section B-2 of this note.

Note 20 (Amended)

APPLICATION OF RESHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN TRANS-MISSISSIPPI RIVER TERRITORY

Where reference is made to this note rates will apply as follows:

♦Rates subject to the provisions of this Note, are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in **Trans-Mississippi River Territory** (as described in this Note); provided, that in no case shall the combination through rates to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rates therefrom.

Rates will also apply on shipments moving from Kansas City, Mo., to Chicago, Ill., or Peoria, Ill., under rates published in Item 3632 of Federal Barge Lines Freight Tariff No. 31-J, I C C No. 148; supplements thereto or successive issues thereof.

These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note not stopped in transit at reshipping points subject to this application.

Exception 1.—Rate will not apply from Peoria, Ill., and points taking same rates on traffic subject to Note 50, page 87 of tariff.

Note 40 (Amended)

APPLICATION OF RESHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN NORTHWEST TERRITORY

Where reference is made to this Note, rates apply as reshipping or proportional rates on:

(a) Traffic reaching the reshipping point via a rail transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point and will only apply on such traffic when originating at points in "Northwest Territory" as described below; provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom.

Description of Northwest Territory:

Points in Wisconsin.

Points in Upper Peninsula of Michigan.

Points west of the Minnesota-Wisconsin State Line except points in Trans-Mississippi River territory as described in Note 20, pages 77 and 78 of tariff as amended.

Points in Dominion of Canada, viz.: all points in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

(b) On Ex-Lake shipments which arrived by Lake Carrier Vessel at Chicago, Ill., Kewaunee, Wis., Mackinaw City, Mich., Manitowoc, Wis., Menominee, Mich., Manistique, Mich., and Milwaukee, Wis. (Will not apply on Ex-River, Canal, River Canal or Canal-River traffic, arriving via Illinois waterways, viz., Rivers, Canals and connecting waterways.)

These rates are applicable on Ex-Lake shipments as of the date such shipments are reshipped via rail from the Lake Ports named above.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, not stopped in transit at reshipping points subject to this application.

Effective September 15, 1938. Agent S.F. Jones Tariff I.C.C. 3300 Supplement 4.

Note 45 (Amended)

RESHIPPING

APPLICATION OF RESHIPPING OR PROPORTIONAL RATES APPLICABLE ON TRAFFIC ORIGINATING AT POINTS IN THE TERRITORY AS DESCRIBED BELOW

Where reference is made to this Note rates will apply as follows:

Except as otherwise provided in tariff, as amended, rates subject to the provisions of this Note are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will **only apply** on such traffic when originating at points in the territory as described below, provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference **necessary** to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom.

These rates will also apply on shipments moving to Pekin, Ill., under rates published in Illinois River Packet Co., Tariff No. 41-O, I C C No. 66 and Spring Lake Packet Co., Tariff No. 41-N, I C C No. 59, supplements thereto or successive issues thereof.

These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, not stopped in transit at reshipping points subject to this application.

The effective date of Supplement 4 was POSTPONED until October 15,1939.

NOTE 20

APPLICATION OF RESHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN TRANS-MISSISSIPPI RIVER TERRITORY

Where reference is made to this note rates will apply as follows:

♦Rates subject to the provisions of this Note, are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail †† transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in **Trans-Mississippi River Territory** (as described in this Note); provided, that in no case shall the combination through rates to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rates therefrom.

Rates will also apply on shipments moving from Kansas City, Mo., to Chicago, Ill., or Peoria, Ill., under rates published in Item 3632 of Federal Barge Lines Freight Tariff No. 31-J, I C C No. 148; supplements thereto or successive issues thereof.

These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note not stopped in transit at reshipping points subject to this application.

Exception 1.—Rate will not apply from Peoria, Ill., and points taking same rates on traffic subject to Note 50, page 87 of tariff.

Effective September 15, 1939. Agent S.F. Jones Tariff I.C.C. 3300, Supplement 7.

TRANS-MISSISSIPPI RIVER TERRITORY

ARIZONA—Stations as follows:

Acacia
Aguila
Allah
Airtch
Alto
Anita
Apache
Apex
Arizona City
Arkill
Asher
Auburst
Audley
Bawtry
Bernardino
Biebee Jct.
Blue Bell
Bon
Bouse
Branaman
Buchan
Burch
Burns
Buttes
Bylas
Calumet
Calva
Canelo
Cavot
Casador
Chandler
Charleston
Chiricahua
Claypool
Clifton
Cochran
Coledon
Conconino
Congress
Contention
Cordes
Creamery
Crook
Denny
Divide
Doce
Dome
Dos Luis
Douglas
Drury
Duncan
Eloy
Enid
Erman
Escala
Fields
Florence
Flores
Flux
Forepaugh
Forrest
Fortuna
Frankenburg
Gael
Gila
Gilbert
Glenbar
Golden
Grand Canyon
Granite Spur
Guthrie
Haeckel
Hamm
Hayden
Helena
Hereford
Higley
Hopi
Humboldt
Huron
Kelvin
Kendall
Kim
Kingdon
Kiser
Lancha
Lee
Lewis Springs
Lirim
Lone Star
Lowell
McQueen
Magma
Marana
Miami
Mobile
Mohawk
Montrose
Munn
Naco
Naches
Navajo
Ocatilla
Pan
Parker
Patagonia
Peterson
Pica
Piedra
Pinal
Pitt
Poland Jct
Polvo
Prairie
Price
Prieta
Puntenney
Queen Creek
Quivero
Radium
Rankin
Red Lake
Saddle
St. Davids
Salome
San Pedro
San Simon
Sheldon
Solomon
South Siding
Stark
Stoval
Sunshine
Tanque
Tempe
Theba
Thomson
Tombstone
Topock
Tovrea
Utting
Vail
Valle
Vanar
Vicksburg
Warren
Wenden
Willaha
Winkleman
Wooley
Y k
Zellweger

ARKANSAS—**All Stations.**
COLORADO—**All stations.**
IDAHO—**All stations when routed via Missouri River Crossings (named in Note 65, page 89 of tariff).**
IOWA—**All stations except the following:**

Becks
Bellevue
Bettendorf
Bricker
Buffalo
Bullard
Burlington
Camanche
Clinton
Davenport
Dubuque
Elk River Jct
Fairport
Ft Madison
Galland
Gordon's Ferry
Green Island
Hurst's Mill Spur
Kemper
Keokuk
Le Claire
Linwood
Lyons
Montpelier
Montrose
Moonr
Muscatine
Patterson
Pleasant Creek
Pleasant Valley
Princeton
Sabula
Sandusky
Shaffton
Shopton
Spring Grove
Tile Works
Viele
West Burlington
West Keithsburg
Wever

KANSAS—**All stations.**
MEXICO—**All stations.**
MISSOURI—**All stations except the following:**

Alexandria
Ashburn
Busch
Canton
Fenway
Gregory
Hannibal
Helton
Huiskamp
Ilasco Jct.
LaGrange
Lamb
LaMotte
Louisiana
Mark
Munger's Switch
Reading
Riverland
St Louis
Saverton
West Quincy
White Rock

MONTANA—**All stations when routed via Missouri River Crossings (named in Note 65, page 89 of tariff).**
NEBRASKA—**All stations.**
NEW MEXICO—**All stations.**
OKLAHOMA—**All stations.**
OREGON—**Stations as follows when routed via Missouri River Crossings (named in Note 65, page 89 of tariff):**

Arcadia
Cairo
Huntington
Mallett
Nyssa
Ontario
Vale

SOUTH DAKOTA—**Stations as follows:**

Alcester
Alexandria
Alpena
Ardmore
Argonne
Argyle
Armour
Artesian
Asylum Track
Avon
Baltic
Beardsley
Belle Fourche
Belvidere
Benclare
Beresford
Berne
Betts
Black Hawk
Blacktail
Bonesteel
Booge
Box Elder
Bovee
Brandon
Bridgewater
Buena Vista
Buffalo Gap
Burbank
Burdock
Burke
Burton
Canistota
Canova
Canton
Capa
Caputa
Carthage
Centerville
Central City
Chamberlain
Chancellor
Chester
Chilson
Colman
Colome
Colton
Conato
Corsica
Corson
Cottonwood
Creston
Crooks
Custer
Cuthbert
Dallas
Dante
Davis
Deadwood
Dell Rapids
Delmont
Dewey
Dimock
Dolton
Draper
Dumont
East Sioux Falls
Edgemont
Egan
Elk Point
Ellis
Emery
Englewood
Erskine
Esmond
Ethan
Evans Siding
Fairburn
Fairfax
Fairview
Farmer
Farmingdale
Fedora
Fish & Hunter Spur
Flandreau
Forestburg
Fort Pierre
Freeman
Fruitdale
Fullerville
Fulton
Garretson
Gayville
Geddes
Gregory
Harrisburg
Hartford
Henkin
Hermosa
Herrick
Hill City
Hills Siding
Hooker
Hot Springs
Howard
Hudson
Humboldt
Huntimer
Hurley
Imlay
Interior
Irene
Ivanhoe
Janousek
Jefferson
Junius
Kadoka
Kaylor
Kennebec
Keystone
Kimball
Kingsburg
Kirk
Lake Andes
Lane
Lead
Lennox
Lesterville
Letcher
Loomis
Loring
Lyman
Lyons
McCook
Madison
Marietta
Marion Jct.
Mayo
Meckling
Menno
Midland
Minnekahta
Mission Hill
Mitchell
Monroe
Montrose
Morefield
Mosher
Mt Vernon
Mc Le-MacKenzie
Murphy
Mystic
Nahant
Naomi
Newell
Nisland
Nowlin
Oacoma
O D Siding
Odricha
Okaton
Oldham
Oral
Oreville
Owanka
Parker
Parkston
Peaks
Philip
Piedmont
Plankinton
Platte
Pluma
Plumb
Powell
Presho
Pringle
Provo
Pukwano
Quinn
Ramona
Rapid City
Ravina
Red Fern
Red Water Siding
Reliance
Renner
Riverside
Rochford
Roswell
Rowena
Rumford
St Charles
St Onge
Salem
Scenic
Scotland
Shindler
Siding No 11
Sioux Falls
Smithwick
Spencer
Springfield
Stamford
Stickney
Sturgis
Tabor
Talmo
Teton
Tilford
Trent
Tripp
Trojan
Tuscan
Tyler
Tyndall
Underwood
Unityville
Utica
Vale
Valley Springs
Van Metre
Vermillion
Viborg
Vilas
Virgil
Vivian
Volin
Wagner
Wakonda
Wall
Wasp No 2 Spur
Wasta
Wendte
Wentworth
Wessington Springs
Weta
White Lake
Whitewood
Winfred
Winner
Witten
Wood
Woonsocket
Worthing
Yankton

TEXAS—**All stations.**

UTAH—**All stations.**

WYOMING—**All stations.**

Note 40

APPLICATION OF RESHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN NORTHWEST TERRITORY

Where reference is made to this Note, rates apply as reshipping or proportional rates on:

(a) Traffic reaching the reshipping point via a rail ** transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point and will only apply on such traffic when originating at points in "Northwest Territory" as described below, provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom.

Description of Northwest Territory

Points in Wisconsin

Points in Upper Peninsula of Michigan

Points west of the Minnesota-Wisconsin State Line except points in Trans-Mississippi River territory as described in Note 30, pages 77 and 78 of tariff as amended

Points in Dominion of Canada, viz: all points in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

(b) On Ex-Lake shipments which arrived by Lake Carrier Vessel at Chicago, Ill., Kewaunee, Wis., Mackinaw City, Mich., Manitowoc, Wis., Menominee, Mich., Manistique, Mich., and Milwaukee, Wis. Will not apply on Ex-River, Canal, River-Canal or Canal-River traffic, arriving via Illinois waterways, viz.: Rivers, Canals and connecting waterways), named above.

These rates are applicable on Ex-Lake shipments as of the date such shipments are reshipped via rail from the Lake Ports.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, not stopped in transit at reshipping points subject to this application.

**Application via water transportation eliminated; except as otherwise provided in this Note, rates (not reshipping or proportional) will apply.

♦Increase

Note 4.

RESHIPPING

APPLICATION OF RESHIPPING OR PROPORTIONAL RATES APPLICABLE ON TRAFFIC ORIGINATING AT POINTS IN THE TERRITORY AS DESCRIBED BELOW

Where reference is made to this Note rates will apply as follows:

Except as otherwise provided in tariff, as amended, rates subject to the provisions of this Note are reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in the territory as described herein, provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate there from.

These rates will also apply on shipments moving to Peoria, Ill., under rates published in Illinois River Packet Co., Tariff No. 4-O, I. C. C. No. 66 and Spring Lake Packet Co., Tariff No. 4-N, I. C. C. No. 58, supplements thereto or successive issues thereof.

These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, not stopped in transit at reshipping points subject to this application.

A-1 **Rates on Grain, see Note 5, page 71 of tariff**, from Chicago, Ill., East Joliet, Ill., Kankakee, Ill., Kewaunee, Wis., Manistique, Mich., Manitowoc, Wis., Menominee, Mich., and Milwaukee, Wis., and points **taking same rates as shown on pages 7 to 10, inclusive of tariff**, subject to the provisions of this Note, apply on shipments of Grain when originating at points beyond (except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 76 and 77 of tariff, as amended), or Northwest Territory (see Note 40, page 83 of tariff, as amended).)

A-2 **Rates on Grain Products (see Note 10, pages 72 and 73 of tariff**, from Chicago, Ill., East Joliet, Ill., Kankakee, Ill., Kewaunee, Wis., Manistique, Mich., Manitowoc, Wis., Menominee, Mich., Milwaukee, Wis., **and points taking same rates as shown on pages 7 to 10, inclusive of tariff**, subject to the provisions of this Note, apply on shipments of Grain Products originating beyond (except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 76 and 77 of tariff, as amended), or Northwest Territory (see Note 40, page 83 of tariff, as amended).)

B-1 **Rates on Grain (see Note 5, page 71 of tariff**, from Peoria, Ill., **and points taking same rates as shown on pages 7 to 10, inclusive, except as provided in paragraph B-2 hereof**, subject to the provisions of this Note, apply on shipments of Grain when originating at points beyond (except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 76 and 77 of tariff, as amended), or Northwest Territory (see Note 40, page 83 of tariff, as amended).)

B-2 Rates on Grain (see Note 5, page 71 of tariff), from Peoria, Ill., subject to the provisions of this Note will apply from Peoria, Bloomington, Crescent, Pekin, South Bartonville and Springfield, Ill., only as follows:

(a) As proportional or reshipping rates on shipments originating at stations shown in tariffs named in Note A, page 9 hereon, supplements thereto or successive issues thereof, from which proportional rates are published to Peoria, Bloomington, Crescent, Pekin, South Bartonville or Springfield, Ill., and only when such proportional rates are assessed into Peoria, Bloomington, Crescent, Pekin, South Bartonville or Springfield, Ill., and when the grain is destined to the following points:

Bellaire	Ohio	Crabtree	Pa.	Irvineton	Pa.	Oil City	Pa.
Belle Vernon	Pa.	Dunkirk	N. Y.	Jacobs Creek	Pa.	Parkersburg	W. Va.
Bessemer	Pa.	East Buffalo	N. Y.	Johnstown	Pa.	Pittsburgh	Pa.
Black Rock	N. Y.	Elizabeth	Pa.	Lewisrose	Pa.	Point Pleasant	W. Va.
Blairsville	Pa.	Ellwood City	Pa.	Masontown	Pa.	Ravenswood	W. Va.
Bridgeport	Ohio	Erie	Pa.	Marwell	Pa.	Salamanca	N. Y.
Brownsville	Pa.	Fairchance	Pa.	Monongahela	Pa.	Suspension Bridge	N. Y.
Buffalo	N. Y.	Gauley Bridge	W. Va.	Moundsville	W. Va.	Titusville	Pa.
Charleston	W. Va.	Grafton	W. Va.	New Martinsville	W. Va.	Washington	Pa.
Connellsville	Pa.	Huntington	W. Va.	Niagara Falls	N. Y.	West Newton	Pa.
Corry	Pa.	Indiana	Pa.	North Tonawanda	N. Y.	Wheeling	W. Va.

and points taking same rates or arbitraries higher as shown in CFATB Freight Tariff No. 470-A, ICC No. 2930, also points taking same rates as listed on pages 11 to 65, inclusive of tariff.

Effective October 15, 1939. Agent B. T. Jones Tariff I.C.C. 3300, Supplement 7.

(b) As proportional or reshipping rates on shipments originating at points beyond, except will not apply on traffic originating in Trans-Mississippi River Territory (see Note 20, pages 76 and 77 of tariff, as amended), Northwest Territory (see Note 40, page 83 of tariff, as amended), or traffic covered by paragraph (a), Section B-2 of this Note.

B-3 **Rates on Grain Products (see Note 10, pages 72 and 73 of tariff**, from Peoria, Ill., **and points taking same rates as shown on pages 7 to 10, inclusive of tariff**, subject to the provisions of this Note, apply on shipments of Grain Products (except on commodities named in Note 10, bearing reference ✱), originating beyond, except origin territory covered by Trans-Mississippi River Territory (see Note 20, pages 76 and 77 of tariff, as amended), Northwest Territory (see Note 40, page 83 of tariff, as amended), or on shipments subject to rates in tariffs named in Note A below, supplements thereto or successive issues thereof, from which proportional rates are published to Peoria, Ill., and points taking same rates as shown on pages 7 to 10, inclusive of tariff, and when the grain products are destined to the following points, rates on grain products subject to this Note will only apply when the proportional rates published in tariffs named in Note A below, supplements thereto or successive issues thereof, are assessed on the inbound shipments to Peoria, Ill., and points taking same rates as shown on pages 7 to 10, inclusive of tariff:

Bellaire	Ohio	Crabtree	Pa.	Irvineton	Pa.	Oil City	Pa.
Belle Vernon	Pa.	Dunkirk	N. Y.	Jacobs Creek	Pa.	Parkersburg	W. Va.
Bessemer	Pa.	East Buffalo	N. Y.	Johnstown	Pa.	Pittsburgh	Pa.
Black Rock	N. Y.	Elizabeth	Pa.	Lewisrose	Pa.	Point Pleasant	W. Va.
Blairsville	Pa.	Ellwood City	Pa.	Masontown	Pa.	Ravenswood	W. Va.
Bridgeport	Ohio	Erie	Pa.	Marwell	Pa.	Salamanca	N. Y.
Brownsville	Pa.	Fairchance	Pa.	Monongahela	Pa.	Suspension Bridge	N. Y.
Buffalo	N. Y.	Gauley Bridge	W. Va.	Moundsville	W. Va.	Titusville	Pa.
Charleston	W. Va.	Grafton	W. Va.	New Martinsville	W. Va.	Washington	Pa.
Connellsville	Pa.	Huntington	W. Va.	Niagara Falls	N. Y.	West Newton	Pa.
Corry	Pa.	Indiana	Pa.	North Tonawanda	N. Y.	Wheeling	W. Va.

and points taking same rates or arbitraries higher as shown in CFATB Freight Tariff No. 470-A, ICC No. 2930, also points taking same rates as listed on pages 11 to 65, inclusive of tariff.

B-4 **Rates on Grain Products named in Note 10, bearing reference ✱ from Peoria, Ill. and points taking same rates as shown on page 7 to 10, inclusive of tariff**, subject to the provisions of this Note, apply on shipments originating beyond, except origin territory covered by Trans-Mississippi River Territory (see Note 20, pages 76 and 77 of tariff, as amended), or Northwest Territory (see Note 40, page 83 of tariff, as amended).

NOTE A.

Issuing Line or Agent	Tariff No.	ICC No.	Item, Index or Reference No.
AT&SFRy	7134-I	13059	Items Nos. 165, 170, 175, 180, 185 and 190
AltonRR	1604-N	174	Item 220
C&EIRy	G. F. O. 1348-Q	18851	Note 2, page 48
C&NWRy	8-H	B-278	Page 11
	G. F. D. 17063-A	10684	Index Nos. 1665 to 1683, 1687 to 1701, incl.
CRI&PRy	34500-A	C-12579	Item No. 300
CCC&StLRy	1370-D	8855	
*CS&SLRy	30 (CS&SLRy.)	33	
*CRR	1537-K	A-11148	Index Nos. 296 and 302 to 310, incl.
IBTRR	440-E	194	Index Nos. 64 to 101, 138 to 144, incl.
†Illinois River Packet Co	4-O	66	
M&StLRR	1605-H	B-640	Index Nos. 18436 to 18478, incl.
NYC&StLRR	G. F. D. 15-T	5778	Index Nos. 432 to 448, incl.
P&PURy		66	Item 330
PTCo	19-E	9	Item 320
PRR	73-H	18-I	Item 750
Spring Lake Packet Co	41-N	60	Note B
TP&WRR	165-Y	174	

†‡Application via water transportation eliminated, except as otherwise provided in this Note, rates not reshipping or proportional will apply.

*Increase.

The changes shown above as made in Supplement 7 are under suspension in I.& S.Docket 4718, until May 15,1940,per supplement 9, Agent B.T.Jones Tariff 535-A,I.C.C.3300.

PART II. PROVISIONS APPLICABLE IN CONNECTION WITH RATES TO EASTERN TERRITORY

Effective March 15, 1910. L.S.& M.S. Ry.Tariff I.C.C.No. A-2803.	Published re-shipping rates applying on shipments from points from which no through rates were in effect,also applicable on Grain,carload,received by boat.
Effective September 15,1911. L.S.& M.S. Ry.Tariff I.C.C.No. A-2723, Supplement 2.	Published reshipping rates applicable when no through rates are in effect via Chicago,Englewood,Brookline,Grand Crossing,Park Manor, So.Chicago,East Side,Ill.,Whiting and Indiana Harbor,Ind.,or when transit privileges under through joint rates have expired. The reshipping rates as published herein apply subject to rules and conditions contained in Joint Transit Privilege Circular I.C.C.No.138 (L.S.& M.S.G.F.D.No.2048-F) issued by Paul P.Rainer,Agent,and supplements thereto and reissues thereof. The reshipping rates on Grain in carloads,will also apply on shipments received by boat.
Effective August 15, 1912. L.S.& M.S. Ry.Tariff I.C.C.No. A-2719, Supplement 5.	Published reshipping or proportional rates on Grain to only apply on shipments received from connecting rail or lake lines,handled under rules and conditions provided in the following tariffs and supplements thereto or reissues thereof,issued by P.P.Rainer,Agent: I.C.C.222 (L.S.& M.S.Joint G.F.D.2048-G) I.C.C.223 (L.S.& M.S.Joint G.F.D.4247-E) and on through billed shipments originating at points from which no through rates are in effect not stopped in transit at these points.
Effective June 7, 1918. N.Y.C. R.R.Tariff I.C.C.L.S. No.499.	Note 19 - Reshipping Rates. Rates named on page 35 in column headed Note 19 are reshipping or proportional, applying from stations shown on pages 8 and 11,taking group 1 rates on Grain, in carloads as shown in List 1,page 26,originating at points from which no through joint rates are in effect, except as provided for in columns headed Notes 20 and 21,and will also apply on Grain originating in same territory,handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission. Note 20 - Trans-Mississippi River. Rates named on page 35 in column headed Note 20, will apply from stations shown on pages 8 and 11,taking Group 1 rates on Grain,in carloads,as described in List 1,page 26 when originating at points in Trans-Mississippi River territory as described in Territorial Directory No.3-C,I.C.C.No.655,G.F.D No.L.S.112-A,supplements thereto and reissues thereof,issued by Eugene Morris, Agent,handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission,also on through consignment of Grain,from Trans-Mississippi River territory, except as otherwise specifically provided herein. Note 21 - Northwest. Rates named on page 35 in column headed Note 21, will apply from stations shown on pages 8 and 11,taking Group 1 rates,on Grain in carloads,as described in List 1,page 26,when originating in the following described territory from which no through rates are in effect. (a) From points in Wisconsin. (b) From points in the Upper Peninsula of Michigan. (c) From points west of the Minnesota-Wisconsin State line,except as provided for in Note 20. (d) On shipments which arrive by boat lines at stations shown on page 8,Chicago,Ill.(Index No.1),to Indiana Harbor,Ind.(Index No.7),inclusive,originating at any of the points in the above defined territory.

Published the following application in connection with rates applicable on shipments moving on:

Note 100 - Where reference is given to this Note, the Reshipping or proportional rates, from reshipping point making specific reference to this note, will apply on Grain and Grain Screenings, named in List A, page 14,and will apply only on shipments handled under rules and conditions provided in the following Transit Privilege Circulars issued by Paul P.Rainer (Agent) and Geo.Merki (Agent)

C.F.A.I.& W.B.

I.C.C.No.47 I.C.C.No.52	Circular publishing Rules Governing Joint Transit Privileges on Grain,C.L.,at Milwaukee and Manitowoc,Wis.,issued by George Merki (Agent).
I.C.C.No.326	Circular publishing Rules Governing Joint Transit Privileges on Grain,C.L.,at Chicago District stop-over points named in Paul P.Ranier's (Agent) Joint Transit Privilege Circular No.17,I.C.C. 326.

Effective December 31,1919. Agent W.J.Kellys Tariff I.C.C. 939.

And on through billed shipments originating at points from which no through joint rates are in effect,not stopped in transit at reshipping points sbuject to this application.

NORTHWESTERN TERRITORY.

Note 115 - Where reference is made to this Note,rates as named in this tariff or supplements thereto will apply as proportional rates on traffic originating at the following points,from which no through joint rates are in effect.

This basis applies only on shipments received from connecting rail or lake lines handled under rules and conditions as provided in Circulars referred to on pages 236 to 245.

Rates subject to this Note will also apply on the Products of Grain,milled in transit at points in this territory,or milled or malted in transit at reshipping points making specific reference to this Note,en route to final destination,in accordance with and subject to rules and charges governing milling or malting privileges named on pages 236 to 245,provided the Grain originates beyond Reshipping Points making specific reference to this Note,from points from which there are no through rates in effect,will be subject east of Reshipping Points subject to this application to the reshipping or proportional rates named,applicable from such Reshipping

Points making specific reference to this Note,on like products shipped from point where the Grain so milled in transit originates.

Rates named from Bloomington,Ill.,subject to this Note will not apply on traffic originating at points named in Note 150,page 206.

DOMINION OF CANADA-All points in the Provinces of Alberta, British Columbia,Manitoba and Saskatchewan.

IDAHO-All points,except when routed via Missouri River Crossings (See Notes A and B,page 195).

MICHIGAN (Upper Peninsula) Specified points.

MINNESOTA-All points,except the following: (See Note B,page 195)

Adrian	Ellsworth	Manley	Sioux Falls Jct.
Ash Creek	Hills	Org	Steen
Beaver Creek	Kanaranzi	Round Lake	Warner
Bigelow	Luverne	Rushmore	Worthington
Bruce	Magnolia		

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MONTANA-All points,except when routed via Missouri River Crossings (See Notes A and B,Page 195).

NORTH DAKOTA-All points.

OREGON-All points except the following when routed via Missouri River Crossings (See Notes A, page 195);Arcadia,Cairo,Huntington,Mallett,Nyssa,Ontario and Vale.

SOUTH DAKOTA-All points, except specified points.

WASHINGTON-All Stations.

WISCONSIN-Specified points.

Note A-The Missouri River Crossings are as follows:

Armourdale,Kas.	Kansas City,Mo.	Omaha,Neb.	Sioux City,Ia.
Atchison,Kas.	Leavenworth,Kas.	Pacific Jct.,Ia	So.Omaha,Nebr.
Council Bluffs,Ia.	Nebraska City,Neb.	St Joseph,Mo.	Sugar Creek,Mo.
Kansas City,Kas.			

Note B-On traffic routed via Missouri River Crossings,as named in Note A above,other than fromexcepted points in States named in this Note,local rates as provided in tariff,or as same may be amended,will apply from all reshipping points making specific reference to this Note,infiguring combinations onsuch gateways, from excepted points in Idaho,Minnesota,Montana,Oregon and South Dakota,the reshipping rates from reshipping points subject to application of the rates applicable from Trans-Miss-

issippi River Rerritory,described in Note 125,page 196 and 197,will apply in figuring combinations on such gateways.

TRANS-MISSISSIPPI RIVER TERRITORY

NOTE 125 - Where reference is made to Note 125,rates named in this tariff will apply as reshipping or proportional rates on traffic originating at the following points from which no through joint rates are in effect,subject to rules and conditionsas provided in Circulars referred to on page 236 to 245.

Rates named from reshipping points making specific to this Note will apply on the Products of Grain (See list C, pages 16 to 19) milled in transit at reshipping points subject to this application,or at points in territory described in this Note,will be subject east of reshipping points subject to this application,to the reshipping or proportional rates named applicable from reshipping points making specific reference to this Note,on like products shipped from points where the Grain so milled in transit originates.

ARIZONA-Stations as specified.

ARKANSAS-All stations.

Effective December 31,1919. Agent W.J.Kellys Tariff I.C.C. 839.

COLORADO-All stations.

IDAHO-All stations when routed via Missouri River Crossings (named in Note A,page 197.)

IOWA-Stations as specified.

KANSAS-All stations.

MEXICO-All stations.

MISSOURI-Stations as specified.

MONTANA-All stations when routed via Missouri River Crossings (named in Note A,page 197) except as specified.

NEBRASKA-All stations.

NEW MEXICO-All stations.

OKLAHOMA-All stations.

OREGON-Stations as specified when routed via Missouri River Crossings (named in Note A,below).

SOUTH DAKOTA-Stations as specified.

TEXAS-All stations.

UTAH-All stations.

WYOMING-All stations.

Note A-The Missouri River Crossings are as follows:

Armourdale,Kas	Kansas City,Mo.	Omaha,Neb.	Sioux City,Ia.
Atchison,Kas.	Leavenworth,Kas.	Pacific Jct.,Ia.	So.Omaha,Neb.
Council Bluffs,Ia.	Nebraska City,Neb.	St Joseph,Mo.	Sugar Creek,Mo.
Kansas City,Kas.			

Note 20 - Application of reshipping or proportional rates from Chicago, Joliet, Kankakee, Milwaukee, Manitowoc, etc.

Where reference is made to this Note, rates apply as reshipping or proportional rates applicable on traffic reaching the reshipping point VIA A RAIL OR WATER TRANSPORTATION LINE that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points from which no joint through rate is in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination: provided, that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rate from the reshipping point to be added to the reshipping rate therefrom.

Rates also apply on through billed shipments originating at points from which no through joint rates are in effect, not stopped in transit at reshipping points subject to this application.

These rates will also apply to shipments handled in conformity with transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

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Note 25 - Application of reshipping or proportional rates on traffic originating in Trans-Mississippi River territory.

Where reference is made to this note,rates apply as reshipping or proportional rates on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point,and will only apply on such traffic when originating at points in Trans-Mississippi River Territory (as described below),from which no joint through rate is in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination:provided,that in no case shall the combination through rate to and from the

reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rate from the reshipping point to be added to the reshipping rate therefrom.

These rates will also apply to shipments handled in conformity with transit rules and regulations published in tariffs on file with the Interstate Commerce Commission

TRANS-MISSISSIPPI RIVER TERRITORY

ARIZONA-All stations as specified.

ARKANSAS-All stations.

COLORADO-All stations.

IDAHO-All stations when routed via Missouri River Crossings (named in Note A).

IOWA-Stations as specified.

KANSAS-All stations.

MEXICO-All stations.

MISSOURI-Stations as specified.

MONTANA-Stations as specified.

NEBRASKA-All stations.

NEW MEXICO-All stations.

OKLAHOMA-All stations.

OREGON-Stations as specified when routed via Missouri River Crossings (named in Note A).

SOUTH DAKOTA-Stations as specified.

TEXAS-All stations.

UTAH-All stations.

WYOMING-All stations.

Note A-The Missouri River Crossings are as follows:

Armourdale,Kas.	Kansas City,Mo.	Omaha,Neb.	Sioux City,Ia.
Atchison,Kas.	Leavenworth,Kas.	Pacific Jct.,Ia.	So.Omaha,Neb.
Council Bluffs,Ia.	Nebraska City,Neb.	St Joseph,Mo.	Sugar Creek,Mo.
Kansas City,Kas.			

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Note 30-Application of Reshipping or Proportional rates on traffic originating in Northern Iowa territory.

Where reference is made to this Note, rates apply as reshipping or proportional rates on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in Northern Iowa territory (as described below), from which no joint through rate is in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination: provided, that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rate from the reshipping point to be added to the reshipping rate therefrom.

These rates will also apply to shipments handled in conformity with transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

NORTHERN IOWA TERRITORY

Effective October 15,1921. Agent W.J.Kellys Tariff I.C.C. 1126.

IOWA-Points as specified.

Note 35-Application of Reshipping or Proportional rates on traffic originating in Illinois-Iowa territory.

Where reference is made to this Note, rates apply as reshipping or proportional rates on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the reshipping point, and will only apply on such traffic when originating at points in Illinois (see Note A below) and the following points in Iowa: Ballinger, Becks, Bellevue, Bettendorf, Bricker, Buffalo, Bullards, Burlington, Camanche (des Moines Co.), Clinton, Davenport, Dubuque, Elk River Jct., Fairport, Folletts, Ft. Madison, Garland, Green Island, Kempers, Keokuk, Lainsville, LeClaire, Linwood, Lyons, Macuta, Middle Lock, Montpelier, Montrose, Mooar, Muscatine, Patterson, Pleasant Creek, Pleasant Valley, Princeton, Satula, Sandusky, Shaffton, Shopton Tile Works, Viele, W.Burlington, W.Keithsburg, Wever, from which no joint through rate is in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination: provided, that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rate from the reshipping point to be added to the reshipping rate therefrom.

These rates will also apply to shipments handled in conformity with transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Note A- From the following points in Illinois, rates apply only when proportional rates published in tariffs named on page 147 to Peoria or Pekin, Ill., are assessed to Peoria or Pekin, Ill.

Illinois points as specified.

List of tariffs naming proportional rates on grain from Illinois points specified in Note A above to Peoria and Pekin, Ill.:

Issuing line or Agent	Tariff No.	I.C.C.No.	Item, Index or Reference No.
A.T.& S.F.	7124-E	8872	40-A, 45-A, 50-A
C.& A.	1604-F	A-1412	215
C.B.& Q.	GFO 1346-G	14209	4125
C.& N.W.	GFD 8300-D	8665	Ind. 87 to 97
C.P.& St.L.	8268-I	1210	90
C.R.I & P.	22000-F	C-10758	(Ind. 30 to 62 (Ind. 66 and 68.
C.C.C.& St.L.	1386-T	7629	
I.C.	1537-D	A-9339	Ind. 356 to 363
I.T.Sys.	480-A	319	(Ind. 65 to 68 (Ind. 77 to 80
Ill.River Packet Co.	43-C	35	
L.E.& W.	501-F	3023	(Ind. 1200-A to (1200-D
M.& St.L.	1590-C	B-370	Ind. 380.
P.& P.U.		31	48
Peoria Ry Term.	19-A	30	70
P.C.C.& St.L.		P-1218	174
Spring Lake Packet Co.	41-D	35	
T.P.& W.		1632	

Effective October 15, 1921. Agent J.Kellys Tariff I.C.C. 1126.

Note 40-Application of Reshipping or Proportional rates on Grain originating in Northwestern territory.

Where reference is made to this Note, rates apply as reshipping or proportional rates on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points in Northwestern Territory (as described below), from which no joint through rate is in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination: provided, that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rate from the reshipping point to be added to the reshipping rate therefrom.

Rates named from Bloomington,Ill.,subject to this Note will not apply on traffic originating at points named on page 166 These rates will also apply to shipments handled in conformity with transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

DOMINION OF CANADA-All points in the Provinces of Alberta,British Columbia,Manitoba and Saskatchewan.

IDAHO-All points,except when routed via Missouri River Crossings (See Note A).

MICHIGAN-(Upper Peninsula) Specified points.

MINNESOTA-Specified points

MONTANA-All points,except when routed via Missouri River Crossings (See Note A)

NORTH DAKOTA-All points.

OREGON-Stations as specified when routed via Missouri River Crossings (See Note A).

SOUTH DAKOTA-Stations as specified.

WASHINGTON-All stations.

WISCONSIN-Specified points.

Note A-The Missouri River Crossings are as follows:

Armourdale,Kas.	Kansas City,Mo.	Omaha,Neb.	Sioux City,Ia
Atchison,Kas.	Leavenworth,Kas.	Pacific Jct.,Ia.	So.Omaha,Neb.
Council Bluffs,Ia.	Nebraska City,Neb.	St.Joseph,Mo.	Sugar Creek,Mo
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Note 20 - Application of reshipping or proportional rates from Chicago, Joliet, Kankakee, Milwaukee, Manitowoc, etc.

Where reference is made to this Note, rates apply as reshipping or proportional rates applicable on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points from which no joint through rate is in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination: provided, that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to

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Effective January 15, 1924. Agent B.T. Jones' Tariff I.C.C. 1373 Supplement 11.

Note 20 - Application of re-shipping or proportional rates from Chicago, Joliet, Kankakee, Milwaukee, Manitowoc, etc.

Where reference is made to this note, rates apply as re-shipping or proportional rates applicable on traffic reaching the re-shipping point via a rail or water transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the re-shipping point and will only apply on such traffic when originating at points from which no joint through commodity rates are in effect in connection with the in-bound carrier via the re-shipping point from original point to final destination; provided, that in no case shall the combination through rate to and from the re-shipping point via rail be less than the local rate from the re-shipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the re-shipping rate therefrom.

These rates are applicable on Ex-lake shipments as of the date such shipments leave the lake port.

The Ex-Lake Grain and (or) Grain Product rates will apply only on Grain and (or) Grain Products which arrive at Chicago, Milwaukee or Manitowoc via lake, also on Grain Products milled from Grain which arrives at these ports via lake. The Ex-Lake rates covered hereby are applicable as of the date shipments leave the respective points named herein.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

Effective November 10,1922. Agent W.J.Kellys Tariff I.C.C.1126, Supplement 23.	to destination, the difference necessary to protect the local rate from the reshipping point to be added to the reshipping rate therefrom. These rates are applicable on Ex-Lake shipments as of the date such shipments leave the lake port. The Ex-Lake Grain and (or) Grain Product rates are applicable as of the date shipments leave the lake port and will apply only on Grain and (or) Grain Products which arrive at Chicago,Milwaukee,Manitowoc via lake:also on Grain Products milled fromGrain which arrives at these ports via lake. These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission. Rates also apply on through billed shipments originating at points from which no joint through rates are in effect, not stopped in transit at reshipping points subject to this application.
Effective September 15,1939. Agent B.T.Jones Tariff I.C.C. 3055 Supplement 64.	Note 20 - Application of re-shipping or proportional rates from Chicago, Joliet, Kankakee, Milwaukee, Manitowoc,etc. Where reference is made to this Note,rates apply as re-shipping or proportional rates applicable on: (a) Traffic reaching the re-shipping point via a rail transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points from which no joint through commodity rates are in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination; provided, that in no case shall the combination through rate to and from the re-shipping point via rail be less than the local rate from the re-shipping point to destination, the difference necessary to protect the local rate from the re-shipping point to be added to the reshipping rate therefrom. (see exception below). (b) On ex-lake shipments which arrived by Lake Carrier Vessel at Chicago,Ill.,Kewaunee,Wis.,Mackinaw City,Mich., Manitowoc,Wis.,Menominee,Mich.,Manistique,Mich. and Milwuakee, Wis. (Will not apply on Ex-River,Canal,River-Canal or Canal-River traffic, arriving via Illinois waterways,viz: Rivers, Canals and connecting waterways.) These rates are applicable on Ex-Lake shipments as of the date such shipments are reshipped via rail from the lake port named above. These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

Exception - The foregoing provision as to application of the local rate as minima will not apply on shipments of Malt and Malt Sprouts, C.L., originating at Jefferson Jct., Wis.

Note 25 (Amend). APPLICATION OF RE-SHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN TRANS-MISSISSIPPI RIVER TERRITORY

Where reference is made to this Note, rates apply as re-shipping or proportional rates on traffic reaching the re-shipping point via a rail transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the re-shipping point, and will only apply on such traffic when originating at points in **Trans-Mississippi River Territory** (as described on pages 96 and 97 of tariff), from which no joint through commodity rates are in effect in connection with the inbound carrier via the re-shipping point from original shipping point to final destination; provided, that in no case shall the combination through rate to and from the re-shipping point be less than the local rate from the re-shipping point to destination, the difference necessary to protect the local rate from the re-shipping point to be added to the re-shipping rate therefrom.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

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Note 35 (Amend). APPLICATION OF RE-SHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN ILLINOIS-IOWA TERRITORY

Except as otherwise provided herein, where reference is made to this Note, rates apply as re-shipping or proportional rates on traffic reaching the re-shipping point via a rail transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the re-shipping point, and will only apply on such traffic when originating at points in **Illinois** (see exception on pages 98 and 99 of tariff) and the following points in **Iowa**: Beck, Bellevue, Bettendorf, Bricker, Buffalo, Bullard, Burlington, Camanche, Clinton, Davenport, Dubuque, Elk River Jct., Fairport, Ft. Madison, Garland, Gordon's Ferry, Green Island, Hurst Mill Spur, Kemper, Keokuk, Le Claire, Linwood, Lyons, Montpelier, Montrose, Moosar, Muscatine, Patterson, Pleasant Creek, Pleasant Valley, Princeton, Sabula, Sandusky, Shaffton, Shopton, Spring Grove, Tile Works, Viele, West Burlington, West Keithsburg, Wever, from which no joint through commodity rates are in effect in connection with the in-bound carrier via the re-shipping point from original shipping point to final destination; provided, that in no case shall the combination thru rates to and from the re-shipping point be less than the thru joint rates in effect on the commodity forwarded from the re-shipping point from origin point of the grain to final destination of the Grain, Grain Products or By-Products of Grain via any route, the difference necessary to protect the through joint rates on the commodity forwarded from the re-shipping point from origin of the grain to final destination of the Grain, Grain Products or By-Products of Grain, to be added to the re-shipping or proportional rates from the re-shipping point. See exception on pages 98 and 99 of tariff.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

Note 40 (Amend). APPLICATION OF RE-SHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN NORTHWESTERN TERRITORY

Where reference is made to this Note, rates apply as re-shipping or proportional rates on traffic reaching the re-shipping point via a rail transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the re-shipping point, and will only apply on such traffic when originating at points in **Northwestern Territory** (as described below and on pages 100 and 101 of tariff), from which no through joint commodity rates are in effect in connection with the inbound carrier via the re-shipping point from original shipping point to final destination; provided, that in no case shall the combination through rate to and from the re-shipping point be less than the local rate from the re-shipping point to destination; the difference necessary to protect the local rate from the re-shipping point to be added to the re-shipping rate therefrom.

Rates named from **Bloomington, Ill.**, subject to this Note will not apply on traffic originating at points named on page 117 of tariff.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

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The effective date of Supplement 64 was POSTPONED until October 15,1939.

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Note 20

APPLICATION OF RE-SHIPPING OR PROPORTIONAL RATES FROM CHICAGO, JOLIET, KANKAKEE, MILWAUKEE, MANITOWOC, ETC.

Where reference is made to this Note, rates apply as re-shipping or proportional rates applicable on:

(a) Traffic reaching the re-shipping point via a rail ††transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the re-shipping point, and will only apply on such traffic when originating at points from which no joint through commodity rates are in effect in connection with the inbound carrier via the re-shipping point from original shipping point to final destination; provided, that in no case shall the combination through rate to and from the re-shipping point via rail be less than the local rate from the re-shipping point to destination, the difference necessary to protect the local rates from the re-shipping point to be added to the re-shipping rate therefrom. (See Exception below.)

(b) On ex-lake shipments which arrived by Lake Carrier Vessel at Chicago, Ill., Kewaunee, Wis., Mackinaw City, Mich., Manitowoc, Wis., Menominee, Mich., Manistique, Mich., and Milwaukee, Wis. (Will not apply on Ex-River, Canal, River-Canal or Canal-River traffic, arriving via Illinois waterways, viz: Rivers, Canals and connecting waterways, except rates will apply on shipments moving from Kansas City, Mo., to Chicago, Ill., under rates published in Item 3632 of Federal Barge Lines Freight Tariff No. 31-J, I. C. C. No. 148, supplements thereto or successive issues thereof. These rates are applicable on Ex-Lake shipments as of the date such shipments are reshipped via rail from the Lake Ports named above.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

Exception.—The foregoing provision as to application of the local rates as minima will **not** apply on shipments of Malt and Malt Sprouts, C.-L., originating at Jefferson Junction, Wis. **Expiration date eliminated.**)

††Application via water transportation **eliminated**; except as provided in this Note, rates (not re-shipping or proportional)

Note 25

APPLICATION OF RE-SHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN TRANS-MISSISSIPPI RIVER TERRITORY

Where reference is made to this Note, rates apply as re-shipping or proportional rates on traffic reaching the re-shipping point via a rail ††transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the re-shipping point, and will only apply on such traffic when originating at points in **Trans-Mississippi River Territory** (as described on pages 96 and 97 of tariff, as amended), from which no joint through commodity rates are in effect in connection with the in-bound carrier via the re-shipping point from original shipping point to final destination; provided, that in no case shall the combination through rate to and from the re-shipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rate from the re-shipping point to be added to the re-shipping rate therefrom.

These rates will also apply on shipments moving from Kansas City, Mo., to Peoria, Ill., under rates published in Item 3632 of Federal Barge Lines Freight Tariff No. 31-J, I. C. C. No. 148, supplements thereto or successive issues thereof.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

TRANS-MISSISSIPPI RIVER TERRITORY

ARIZONA—Stations as follows:

Acacia.	Calva.	Enid.	Humboldt.	Parker.	South Siding.
Aguila	Canelo.	Erman.	Huron.	Patagonia.	Stark.
Allah.	Cavot.	Escala.	Kelvin.	Peterson.	Stoval.
Alrich.	Cazador.	Fields.	Kendall.	Pica.	Sunshine.
Alto.	Chandler.	Florence.	Kim.	Piedra.	Tanque.
Anita.	Charleston.	Flores.	Kingdon.	Pinal.	Tempe.
Apache.	Chiricahua.	Flux.	Kiser.	Pitt.	Theba.
Apex.	Claypool.	Forepaugh.	Lancha.	Poland Jct.	Thomson.
Arizona City.	Clifton.	Forrest.	Lee.	Polvo.	Tombstone.
Arkill.	Cochran.	Fortuna.	Lewis Springs	Prairie	Topock.
Asher.	Coledon.	Frankenburg.	Lirim.	Price.	Tovrea.
Ashurst.	Coconino.	Gael.	Lone Star.	Prieta.	Utting.
Audley.	Congress.	Gila.	Lowell.	Puntenney.	Vail.
Bawtry.	Contention.	Gilbert.	McQueen.	Queen Creek.	Valle.
Bernardino.	Cordes.	Glenbar.	Magma.	Quivero.	Vanar.
Bisbee Jct.	Creamery.	Golden.	Marana.	Radium.	Vicksburg.
Blue Bell.	Crook.	Grand Canyon.	Miami.	Rankin.	Wall.
Bon.	Denny.	Granite Spur.	Mobile.	Red Lake.	Warren.
Bouse.	Divide.	Guthrie.	Mohawk.	Saddle.	Wenden.
Branaman.	Doce.	Haeckel.	Montrose.	St. Davids.	West Chandler.
Buchan.	Dome.	Hamm.	Munn.	Salome.	Willaha.
Burch.	Don Luis	Hayden.	Naco.	San Pedro.	Winkelman.
Burns.	Douglas.	Helena.	Naches.	San Simon.	Wooley.
Buttes.	Drury.	Hereford	Navajo.	Sheldon.	York.
Bylas.	Duncan.	Higley.	Oratilla.	Solomon.	Zellweger.
Calumet.	Eloy.	Hopi.	Pan.		

ARKANSAS—All stations.

CALIFORNIA—All stations.

COLORADO—All stations.

IDAHO—All stations when routed via Missouri River Crossings (named in Note 110, page 106 of tariff).

IOWA—All stations except the following:

Beck.	Burlington.	Ft. Madison.	LeClaire.	Patterson.	Shopton.
Bellevue.	Camanche.	Garland.	Linwood.	Pleasant Creek.	Spring Grove.
Bettendorf	Clinton.	Gordon's Ferry.	Lyons.	Pleasant Valley.	Tile Works.
Bricker.	Davenport.	Green Island.	Montpelier.	Princeton.	Viele.
Buffalo.	Dubuque.	Hurst Mill Spur.	Montrose.	Sabula.	West Burlington.
Bullard.	Elk River Jct.	Kemper.	Mooar.	Sandusky.	West Keithsburg.
	Fairport.	Keokuk.	Muscatine.	Shaffton.	Wever.

KANSAS—All stations.

MEXICO—All stations.

MISSOURI—All stations except the following:

Alexandria.	Fenway.	Huiskamp.	LaMotte.	Reading.	Saverton.
Ashburn.	Gregory.	Ilasco Jct.	Louisiana.	Riverland.	West Quincy.
Busch.	Hannibal.	LaGrange.	Mark.	St. Louis.	White Rock.
Canton.	Helton.	Lamb.	Munger's Switch.		

MONTANA—All stations when routed via Missouri River Crossings (named in Note 110, page 106 of tariff).

NEBRASKA—All stations.

NEVADA—All stations.

NEW MEXICO—All stations.

OKLAHOMA—All stations.

(Concluded on following page)

††Application via water transportation **eliminated**; except as provided in this Note, rates (not re-shipping or proportional) published in tariff, as amended, will apply.

Note 25—Concluded

TRANS-MISSISSIPPI RIVER TERRITORY—Concluded

OREGON—Stations as follows when routed via Missouri River Crossings (named in Note 110, page 106 of tariff).

Arcadia.	Huntington.	Mallett.	Nyssa.	Ontario.	Vale.
Cairo.					

SOUTH DAKOTA—Stations as follows:

Alcester.	Chester.	Flandreau.	Lennox.	Parkston.	Tabor.
Alexandria.	Chilson.	Forestburg.	Lesterville.	Peaks.	Talmo.
Alpena.	Colman.	Fort Pierre.	Letcher.	Philip.	Tea.
Ardmore.	Colome.	Freeman.	Loomis.	Piedmont.	Teton.
Argonne.	Colton.	Fruitdale.	Loring.	Plankinton.	Tilford.
Argyle.	Conata.	Fullerville.	Lyman.	Platte.	Trent.
Armour.	Corsica.	Fulton.	Lyons.	Pluma.	Tripp.
Artesian.	Corson.	Garretson.	McCook.	Plumb.	Trojan.
Asylum Track.	Cottonwood.	Gayville.	Madison.	Powell.	Tuscan
Avon.	Creston.	Geddes.	Marietta.	Presho.	Tyndall.
Baltic.	Crooks.	Gregory.	Marion Jct.	Pringle.	Underwood.
Beardsley.	Custer.	Harrisburg.	Mayo.	Provo.	Unityville.
Belle Fourche.	Cuthbert.	Hartford.	Meckling.	Pukwana.	Utica.
Belvidere.	Dallas.	Hermosa.	Menno.	Quinn.	Vale.
Benclare.	Dante.	Herrick.	Midland.	Ramona.	Valley Springs.
Beresford.	Davis.	Hill City.	Minnekahta.	Rapid City.	Van Metre.
Berne.	Deadwood.	Hill Siding.	Mission Hill.	Ravinia.	Vermillion.
Betts.	Dell Rapids.	Hooker.	Mitchell.	Redfern.	Viborg.
Black Hawk.	Delmont.	Hot Springs.	Monroe.	Redwater Siding.	Vilas.
Blacktail.	Dewey.	Howard.	Montrose.	Reliance.	Virgil.
Bonesteel.	Dimock.	Hudson.	Morefield.	Renner.	Vivian.
Booge.	Dolton.	Humboldt.	Mosher.	Riverside.	Volin.
Bovee.	Draper.	Huntimer.	Mt. Vernon.	Rochford.	Wagner.
Box Elder.	Dumont.	Hurley.	Murdo-MacKenzie.	Roswell.	Wakonda.
Brandon.	East Sioux Falls.	Imlay.	Murphy.	Rowena.	Wall.
Bridgewater.	Edgemont.	Interior.	Mystic.	Rumford.	Wasp No. 2 Spur.
Buena Vista.	Egan.	Irene.	Nahant.	St. Charles.	Wasta.
Buffalo Gap.	Elk Point.	Ivanhoe.	Naomi.	St. Onge.	Wendte.
Burbank.	Ellis.	Janousek.	Newell.	Salem.	Wentworth.
Burdock.	Emery.	Jefferson.	Nisland	Scenic.	Wessington Springs.
Burke.	Englewood.	Junius.	Nowlin.	Scotland.	Weta.
Burton.	Erskine.	Kadoka.	Oacoma.	Shindlar.	White Lake.
Canistota.	Esmond.	Kaylor.	O. D. Siding.	Siding No. 11.	Whitewood.
Canova.	Ethan.	Kennebec.	Oelrichs.	Sioux Falls.	Winfred.
Canton.	Evans Siding.	Keystone.	Okaton.	Smithwick.	Winner.
Capa.	Fairburn.	Kimball.	Oldham.	Spencer.	Witten.
Caputa.	Fairfax.	Kingsburg.	Oral.	Springfield.	Wood.
Carthage.	Fairview.	Kirk.	Oreville.	Stamford.	Woonsocket.
Centerville.	Farmer.	Lake Andes.	Owanka.	Stickney.	Worthing.
Chamberlain.	Farmingdale.	Lane.	Parker.	Sturgis.	Yankton.
Chancellor.	Fedora.	Lead.			

TEXAS—All stations.

UTAH—All stations.

WYOMING—All stations.

Note 35

APPLICATION OF RE-SHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN ILLINOIS-IOWA TERRITORY

Except as otherwise provided herein, where reference is made to this Note, rates apply as re-shipping or proportional rates on traffic reaching the re-shipping point via a rail ††transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate piad to the re-shipping point, and will only apply on such traffic when originating at points in **Illinois** (see exception on pages 98 and 99 of tariff, as amended), and the following points in **Iowa:** Beck, Bellevue, Bettendorf, Bricker, Buffalo, Bullard, Burlington, Camanche, Clinton, Davneport, Dubuque, Elk River Jct., Fairport, Ft. Madison, Garland, Gordon's Ferry, Green Island, Hurst Mill Spur, Kemper, Keokuk, Le Claire, Linwood, Lyons, Montpelier, Montrose, Mooar, Muscatine, Patterson, Pleasant Creek, Pleasant Valley, Princeton, Sabula, Sandusky, Shaffton, Shopton, Spring Grove, Tile Works, Viele, West Burlington, West Keithsburg, Wever, from which no joint through commodity rates are in effect in connection with the in-bound carrier via the re-shipping point from original shipping point to final destination; provided, that in no case shall the combination thru rates to and from the re-shipping point be less than the thru joint rates in effect on the commodity forwarded from the re-shipping point from origin of the grain to final destination of the Grain, Grain Products or By-Products of Grain via any route, the difference necessary to protect the through joint rates on the commodity forwarded from the re-shipping point from origin of the grain to final destination of the Grain, Grain Products or By-Products of Grain, to be added to the re-shipping or proportional rates from the re-shipping point. See exception on pages 98 and 99 of tariff, as amended.

These rates will also apply on shipments moving to Pekin, Ill., under rates published in Illinois River Packet Co., Tariff No. 41-O, I. C. C. No. 66 and Spring Lake Packet Co., Tariff No. 41-N, I. C. C. No. 59, supplements thereto or successive issues thereof.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

(Continued on following page)

††Application via water transportation **eliminated**; except as provided in this Note, rates (not re-shipping or proportional) published in tariff, as amended, will apply.

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Note 35

EXCEPTION.

When from the following points in **Illinois**, rates apply only when proportional rates published in tariffs named on page 99 of tariff, as amended, to ⑮ Bloomington, Peoria or Pekin, Ill., are assessed to ⑮ Bloomingston, Peoria or Pekin, Ill.

Abingdon
Adair
Adrian
Akron
Aledo
Algers
Allen
Allentown
Alpha
Alta
Altona
Ancona
Apple Creek
Appleton
Arlington
Arpee
Astoria
Atkinson
Augusta
Avon
Bader
Bardolph
Bartlett(PeoriaCo.)
Basco
Bath
Beardstown
Beebe's Island
Bell
Belsley
Benson
Berwick
Biggsville
Bishop
Bishop Hill
Bloomington
Bluff Hall
Bradford
Breeds
Brewster
Briggs Landing
Brimfield
Broadmoor
Bronson
Browning
Brownwood
Bryant
Bucks
Buda
Bureau
Burnett
Burt
Bushnell
Bybee
Caldwell
Cambridge
Cameron
Camp Point
Canton
Carle Springs
Carlock
Carman
Carthage
Cash
Castleton
Cazenovia
Champaign
Chatauqua
Chestervale
Chillicothe
Civer
Clinton
Coal Valley
Coatsburg
Colchester
Colmar
Colusa
Congerville
Cook's Landing
Cooper
Copperas Creek
Covel
Cramers
Crampton
Crandall
Crescent
Croft
Crooked Creek Landing
Cruger
Cuba
Dahinda
Dallas City
Dana
Danvers
Decorra
Deer Creek
Delavan
De Long
Douglas
Downs
Ducey
Duck Island
Duncan (Stark Co.)
Dunfermline
Dunlap
Durang Town
Earls
East Fort Madison
East Galesburg
East Louisiana
East Peoria
Edelstein
Eden
Edwards
Eleanor
Elkins
Elm
Elmwood
El Paso
Emden
Empire
Enright
Epperson
Eureka
Evans (Logan Co.)
Ewbanks
Fairview
Fall Creek
Farmdale
Farmer City
Farmington
Ferris
Fiat
Fithian
Florence
Ford Woods
Forest City
Forty Mile Landing
Forty-eight Landing
Fowler
Fryvert
Frederick
Galesburg
Gales Farm
Galva
Gardena
Garmans
Gerlaw
Gibbs Spur
Gilchrist
Gillum
Gilson
Gladstone
Glasford
Glasgow Landing
Glover
Golden
Goodfield
Good Hope
Gordons
Grand Pass
Green
Green Oak
Green Valley
Gridley
Griggsville Landing
Groveland
Haas
Hanna
Harness
Harris
Harris Landing
Hartsburg
Havana
Hegeler
Henderson
Hendrix
Hennepin
Henry
Hermon
Heyworth
Holmes
Holmes Landing
Hopedale
Hopewell
Hortons
Hulls
Ipava
Johnsons Switch
Joy
Kamps Creek
Kampsville
Kasbeer
Keithsburg
Keller
Kerfoot
Kewanee
Kingston Mines
Kirkwood
Knox
Knoxville
Lacon
Ladd
La Fayette
La Grange Landing
La Grange Locks
La Prairie
Larchland
La Rose
La Salle
Laura
Le Roy
Leslie
Lewistown
Lilly
Lincoln
Little York
Liverpool
Lomax
Lombardville
London Mills
Long Point
Loraine
Low Point
Lucas
Lynn
McIntosh
McKeys
Mackinaw
Macomb
Macoupin Creek
Mahomet
Malden
Manito
Mansfield
Mapleton
Maquon
Marblehead
Marietta
Marquette
Mason City
Maxwell
Mayview
Media
Mendon
Menert
Meredosia
Metamora
Middle Grove
Middletown
Milan
Milroy
Mindale
Mineral
Minier
Minonk
Monica
Monmouth
Montezuma
Moon
Morris
Morton
Mossville
Muncie
Mungers
Naples
Natrona
Nebo
Nekoma
Nemo
Neponset
New Boston
New Canton
New Holland
New Philadelphia
New Windsor
Nine Mile Landing
Normal
Norris
North Hampton
OakHill(PeoriaCo.)
Oakwood
Ogden
Ogle
Oneida
Opheim
Oquawka
Orchard Mines
Orion
Ormonde
Osco
Ottawa
Paloma
Parkland
Pearl
Pekin
Peoria Heights
Peru
Phelps
Pike
Pleasant Hill
Plymouth
Ponemah
Pontoosuc
Porter
Prairie City
Pre-emption
Princeton
Princeville
Pump House Landing
Putnam
Quincy
Radnor
Randolph
Rapatee
Rawalts
Ray
Reed City
Reynolds
Richmond
Rio
Rising
Roanoke
Rock Creek
Rockport
Rome
Roseville
Rumpler
Rushville
St. Augustine
St. David
St. Joseph
Saluda
San Jose
Sankoty
Sciota
Scottsburg
Sears
Seaton
Secor
Seehorn
Sharpe Landing
Shinn
Sixty-four Landing
Smithfield
Smithshire
Snells
Snicarte
Somers Switch
South Beardstown
South Pekin
Sparland
Spring Bay
Spring Lake
Spring Valley
Stanford
Stark
Stillwell
Stoehrs
Streator
Stronghurst
Summit
Surrey
Sutter
Swan Creek
Table Grove
Tampico
Taylor Ridge
Tennessee
Thirty-eight Mile Landing
Thirty-six Mile Landing
Tiskilwa
Topeka
Toulon
Tremont
Trivoli
Twenty Mile Landing
Twenty-five Mile Landing
Twin Grove
Ulah
Union (Logan Co.)
Urbana
Ursa
Utica
Valley City
Varna
Vermont
Victoria
Viola
Wady Petra
Walnut
Walnut Grove
Wapella
Washburn
Washington
Wataga
Watkins
West Matanzas
West Point
West Point Landing
Wilbern
Williamsfield
Willow Island
Wilmert
Wilson Island
Winkle
Woodhull
Woodruff
Woodville
Wyanet
Wyoming
Yates City
Youngstown
Yuton
Zearing

(Concluded on following page)

⑮ For account of the C. C. C. & St. L. Ry., applies only on grain and articles taking same rates (see Note 5, page 90 of tariff), when originating at C. C. C. & St. L. Ry. stations, Gillum, Ill., to Danville, Ill., inclusive (Station Nos. 2785 to 2905), and re-shipped from Bloomington, Ill., via the C. C. C. & St. L. Ry.

Note 35

EXCEPTION Concluded

List of tariffs naming proportional rates on Grain from Illinois points named on page 98 of tariff, as amended, to Bloomington, Peoria and Pekin, Ill.

Issuing Line or Agent	Tariff No.	I. C. C. No.	Item, Index or Reference]No.
Alton R. R.	1604-M	132	Item 220.
A. T. & S. F. Ry.	7124-I	13039	Item Nos. 165, 170, 175, 180, 185 and 190.
C. B. & Q. R. R.	G. F. O. 1346-Q	18831	Note 2, page 45.
C. & I. M. Ry.	5-H	B-278	Page 11.
C. & N. W. Ry.	G. F. D. 17042-A	10584	Circle Reference ②, page 17.
C. R. I. & P. Ry.	34560-A	C-12579	Item 300.
C. S. & St. L. Ry.	39 (C. S. & St. L. Ry.)	35	
C. C. C. & St. L. Ry.	1370-D	8855	
I. C. R. R.	1537-K	A-11148	Index Nos. 396 and 502 to 510, incl.
Ill. T. R. R.	480-E	194	Index Nos. 64 to 101, 135 to 144, Incl.
Ill. River Packet Co.	41-O	66	Note B
M. & St. L. R. R.	1590-H	B-840	Pages 59 and 60.
N. Y. C. & St. L. R. R.	G. F. D. 15-T	5776	Note 7.
P. & P. U. Ry.		66	Item No. 330.
P. T. Co.	19-F	9	Item No. 320.
Pennsylvania R. R.	73-B	1861	
Spring Lake Packet Co.		59	
T. P. & W. R. R.	155-Y	174	

Note 40

APPLICATION OF RE-SHIPPING OR PROPORTIONAL RATES ON TRAFFIC ORIGINATING IN NORTHWESTERN TERRITORY

Where reference is made to this Note, rates apply as re-shipping or proportional rates on traffic reaching the re-shipping point via a rail †††transportation line that can furnish to the out-bound carrier freight bill or like documentary evidence as to the origin of the traffic and rate paid to the re-shipping point, and will only apply on such traffic when originating at points in **Northwestern Territory** (as described below and on pages 100 and 101 of tariff, as amended), from which no through joint commodity rates are in effect in connection with the inbound carrier via the re-shipping point from original shipping point to final destination; provided, that in no case shall the combination through rate to and from the re-shipping point be less than the local rate from the re-shipping point to destination; the difference necessary to protect the local rate from the re-shipping point to be added to the re-shipping rate therefrom.

Rates named from **Bloomington, Ill.**, subject to this Note, will not apply on traffic originating at points named on page 117 of tariff.

These rates are subject to transit rules and regulations published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates also apply on through billed shipments originating at points in territory as described in this Note, from which no joint through commodity rates are in effect, not stopped in transit at re-shipping points subject to this application.

DOMINION OF CANADA—**All stations in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan.**

IDAHO—**All stations, except when routed via Missouri River Crossings (See Note 110, page 106 of tariff), or via routes operating through points south thereof.**

MICHIGAN—**(Upper Peninsula)**—**Stations as follows:**

Barclay	Emerson	Leo	Robbins	Thomaston
Bergland	Ewen	Marenisco	Robinson	Trout Creek
Bessemer	Gogebic	Montreal	St. Collins	Tula
Black River	Hartley's	Murphy	Sidnaw	Vermilac
Bruce's Crossing	Ironwood	Nestoria	Spur No. 3	Verona
Choate	Kenton	Newport Siding	Spur A-40	Wakefield
Covington	King Lake	Paulding	Spur 275	Watersmeet
Craigsmere	Kitchi	Paynesville	Stickley	Watton
Dublin	Lake Gogebic	Ramsay	Thayer	Wellington
Dunham				

(Continued on following page)

†††Application via water transportation **eliminated**; rates (not re-shipping or proportional) published in tariff, as amened, will apply.

Note 40

NORTHWESTERN TERRITORY Continued

MINNESOTA All stations.

MONTANA All stations, except when routed via Missouri River Crossings (See Note 110, page 106 of tariff), or via routes operating through points south thereof.

NORTH DAKOTA All stations.

OREGON All stations, except the following when routed via Missouri River Crossings (See Note 110, page 106 of tariff), or via routes operating through points south thereof.

Arcadia, Cairo, Huntington, Mallet, Nyssa, Ontario and Vale

SOUTH DAKOTA All stations, except as follows:

Alcester.	Chester.	Flandreau.	Lennox.	Parkston.	Tabor.
Alexandria.	Chilson.	Forestburg.	Lestervile.	Peaks.	Talmo.
Alpena.	Colman.	Fort Pierre.	Letcher.	Philip.	Tea.
Ardmore.	Colone.	Freeman.	Loomis.	Piedmont.	Teton.
Argonne.	Colton.	Fruitdale.	Loring.	Plankinton.	Tilford.
Argyle.	Conata.	Fullerville.	Lyman.	Platte.	Trent.
Armour.	Corsica.	Fulton.	Lyons.	Pluma.	Tripp.
Artesian.	Corson.	Garretson.	McCook.	Plumb.	Trojan.
Asylum Track.	Cottonwood.	Gayville.	Madison.	Powell.	Tuscan.
Avon.	Creston.	Geddes.	Marietta.	Presho.	Tyndall.
Baltic.	Crooks.	Gregory.	Marion Jct.	Pringle.	Underwood.
Beardsley.	Custer.	Harrisburg.	Mayo.	Provo.	Unityville.
Belle Fourche.	Cuthbert.	Hartford.	Meckling.	Pukwana.	Utica.
Belvidere.	Dallas.	Hermosa.	Menno.	Quinn.	Vale.
Benclare.	Dante.	Herrick.	Midland.	Ramona.	Valley Springs.
Beresford.	Davis.	Hill City.	Minnekahta.	Rapid City.	Van Metre.
Berne.	Deadwood.	Hill Siding.	Mission Hill.	Ravinia.	Vermillion.
Betts.	Dell Rapids.	Hooker.	Mitchell.	Redfern.	Viborg.
Black Hawk.	Delmont.	Hot Springs.	Monroe.	Redwater Siding.	Vilas.
Blacktail.	Dewey.	Howard.	Montrose.	Reliance.	Virgil.
Bonesteel.	Dimock.	Hudson.	Morefield.	Renner.	Vivian.
Booge.	Dolton.	Humboldt.	Mosher.	Riverside.	Volin.
Bovee.	Draper.	Huntimer.	Mt. Vernon.	Rochford.	Wagner.
Box Elder.	Dumont.	Hurley.	Murdo MacKenzie.	Roswell.	Wakonda.
Brandon.	East Sioux Falls.	Imlay.	Murphy.	Rowena.	Wall.
Bridgewater.	Edgemont.	Interior.	Mystic.	Rumford.	Wasp No. 2 Spur.
Buena Vista.	Egan.	Irene.	Nahant.	St. Charles.	Wasta.
Buffalo Gap.	Elk Point.	Ivanhoe.	Naomi.	St. Onge.	Wendte.
Burbank.	Ellis.	Janousek.	Newell.	Salem.	Wentworth.
Burdock.	Emery.	Jefferson.	Nisland.	Scenic.	Wessington Springs.
Burke.	Englewood.	Junius.	Nowlin.	Scotland.	Weta.
Burton.	Erskine.	Kadoka.	Oacoma.	Shindlar.	White Lake.
Canistota.	Esmond.	Kaylor.	O. D. Siding.	Siding No. 11.	Whitewood.
Canova.	Ethan.	Kennebec.	Oelrichs.	Sioux Falls.	Winfred.
Canton.	Evans Siding.	Keystone.	Okaton.	Smithwick.	Winner.
Capa.	Fairburn.	Kimball.	Oldham.	Spencer.	Witten.
Caputa.	Fairfax.	Kingsburg.	Oral.	Springfield.	Wood.
Carthage.	Fairview.	Kirk.	Oreville.	Stamford.	Woonsocket.
Centerville.	Farmer.	Lake Andes.	Owanka.	Stickney.	Worthing.
Chamberlain.	Farmingdale.	Lane.	Parker.	Sturgis.	Yankton.
Chancellor.	Fedora.	Lead.			

WASHINGTON All stations.

WISCONSIN Stations as follows:

Albertville	Beldenville	Cadott	Cylon	Fennimore
Allouez	Bennett	Cameron	Dallas	Fifield
Alma	Benoit	Canton	Dauby	Forest City
Almena	Benson	Caryville	Dedham	Foxboro
Altoona	Bibon	Catawba	Deer Park	Frederic
Amery	Birch	Cedar	Deronda	Galesville
Amnicon Falls	Birchwood	Central Ave.	Dewey	Gays Mills
Anson	Bloomer	Centuria	Donald	Gilman
Arnold	Blueberry	Chaseburg	Downing	Glen Flora
Ashland	Blue River	Chelsea	Downsville	Glenwood City
Ashland Jct.	Bluff Siding	Chetek	Dresser Jct	Glidden
Athens	Boardman	Chippewa Falls	Drummond	Glover
Atwood	Boscobel	Clark	Dunnville	Gordon
Augusta	Boyceville	Clayton	Durand	Grand Crossing
Avoca	Boyd	Clear Lake	Eagle Point	Grandview
Baldwin	Boylston	Cobban	Earl	Grantsburg
Barksdale	Bridgeport	Cochrane	Eau Claire	Gurney
Barnum	Brill	Colfax	Edminster Spur	Hager
Barron	Bruce	Comstock	Eleva	Hammond
Barronett	Brule	Coon Valley	Elk Mound	Hannibal
Bateman	Brunet	Corneil	Ellsworth	Haugen
Bay City	Burkhardt	County Line	Elmwood	Hawkins
Bayfield	Buttermut	Cumberland	Emerald	Hawthorne
Beebe	Cable	Cutter	Fall Creek	Hayward

(Concluded on following page)

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Agent
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Tariff
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Note 40

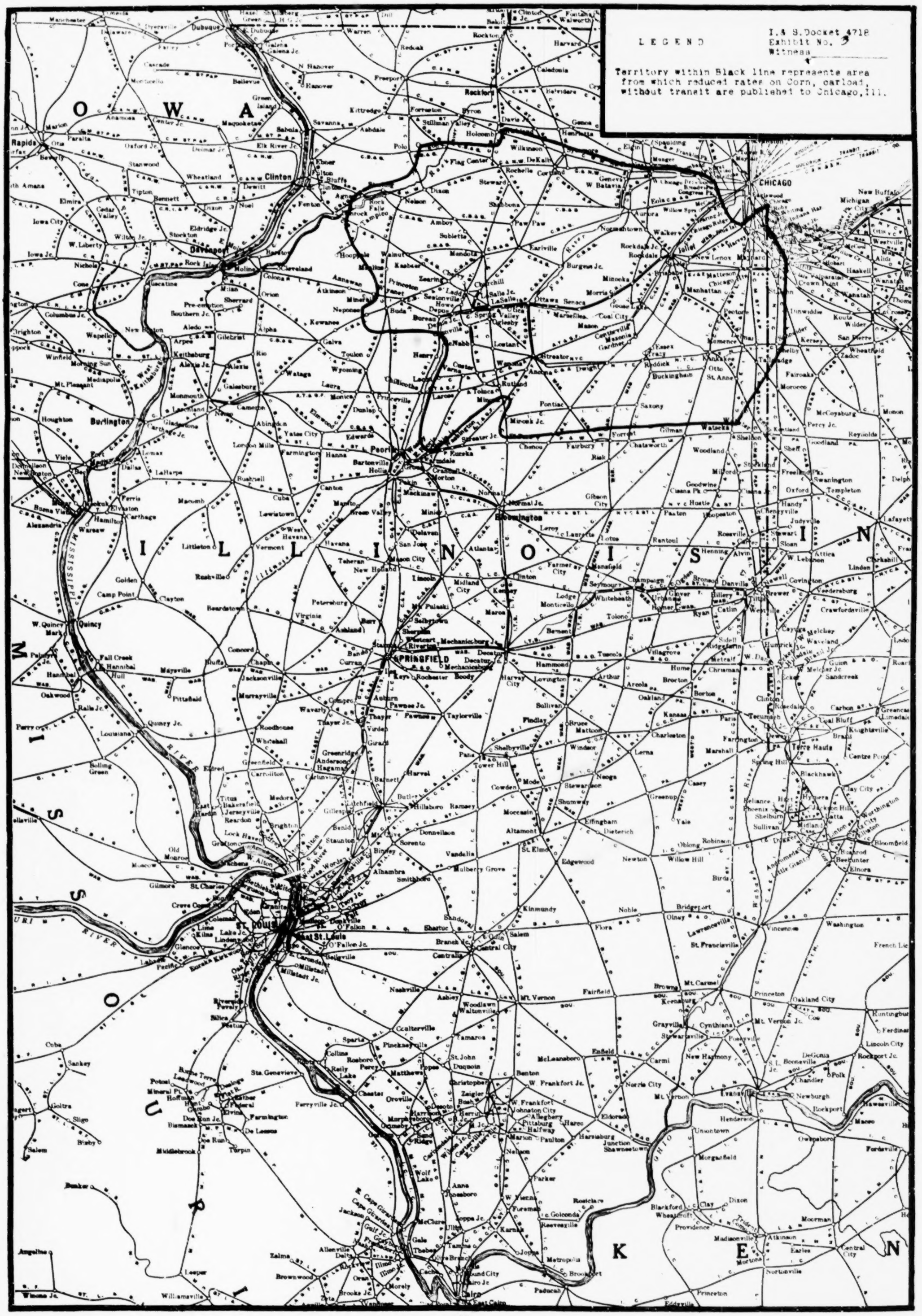
NORTHWESTERN TERRITORY—Concluded

WISCONSIN—Stations as follows Concluded:

Hersey	Linderman	Osseo	Saunders	Superior (East End)
High Bridge	Lone Rock	Park Falls	Sauntry	Sweden
Hillsboro	Luck	Pearson	Savoy	Teegarden
Hillsdale	Lytles	Pembine	Saxon	Thorpe
Hines	Maiden Rock	Pennington	Sedgwick	Tony
Holcombe	Maple	Pepin	Seeleys	Topside
Houghton	Marengo	Petersburg	Shell Lake	Tramway
Howard	Marshland	Phillips	Sioux	Trego
Hoyt	Mason	Phipps	Soldiers Grove	Trempealeau
Hudson	Maxwell	Pine Creek	Solon Springs	Trevino
Hurley	Medford	Platteville	Somerset	Truax
Ingram	Mellen	Pokegama	South Range	Turtle Lake
Ino	Menomonie	Poplar	South Superior Yards	Tuscobia
Ipswich	Menomonie Jct.	Porter's Mills	Spider	Twin Bluffs
Iron Belt	Midway	Poskin	Spooner	Upson
Iron River	Mikana	Prairie du Chien	Spring Brook	Van Buskirk
Itasca	Milltown	Prentice	Spring Green	Viola
Jewett	Minong	Prescott	Spring Valley	Viroqua
Jim Falls	Mondovi	Prescott Road	Spur No. 161	Wascott
Joel	Moquah	Price	Spur No. 304	Washburn
Kennan	Morse	Readstown	Stanley	Wauzeka
Kimball	Muscoda	Red Cedar	Stanton	Wentworth
Knapp	Muskeg	Requa	State Line Tower	Westboro
La Crosse	Nelson	Rice Lake	Stearns	Westby
Ladysmith	New Auburn	Richland Center	Steuben	Weston
La Farge	New Richmond	Ridgeland	Stinnett	Weyerhaeuser
Lakeside	North La Crosse	River Falls	Stitzer	Wheeler
Lampson	Northline	Roberts	Stockholm	White River
Lancaster	Nye	Rockmont	Stoddard	Wiehe
Larson Spur	Odanah	Rufus	Strickland	Wildwood
Lehigh	Ogema	St. Croix Falls	Strum	Wilson
Leonards	Onalaska	Salmo	Summit	Woodman
Liberty	Osceola	Sarona	Superior	Woodville

The changes shown above as made in Supplement 67 are under suspension in I.&.S.Docket 4718, until May 15,1940,per supplement 68,Agent B.T. Jones Tariff 245-F,I.C.C.3055.

ILLINOIS JUNCTION POINTS



I. & S. Docket 4718
Exhibit No. 4
Witness

Statement

Showing Intrastate rates on Corn, Carload (Published to meet Water and Motor Truck competition) as compared with Interstate local rates on Grain, including Corn, Carload, from points in Illinois, except as shown to Chicago, Illinois.

(Rates in Cents per 100 Pounds)

ILLINOIS ORIGINS (Except as otherwise provided)	Inter-State	Intra-State
ALTON R.R.		
Summitt	7	5
Argo	7	5
Willow Springs	7.5	5
Lemont	7.5	5
Lockport	8	5
Joliet	8.5	5
Plaines	8.5	5.5
Millsdale	8.5	5.5
Blodgett	9.5	5.5
Lorenzo	9.5	5.5
Piquot	9.5	5.5
Coal City	9.5	5.5
Elwood	8.5	5.5
Prairie Creek	9.5	5.5
Wilmington	9.5	5.5
Braidwood	9.5	5.5
Braceville	9.5	5.5
Mazonia	10	5.5
Gardner	10	5.5
Dwight	10	6
Nevada	10	6
Blackstone	10	6.5
Smithdale	10	7
Streator	12	7
Munster	12	7.5
Garfield	12	8
Wenona	12	8.5
Evans	12	8.5
Custer	12	8.5
Varna	12	8.5
Held	12	-
Lacon	12	-
La Rose	12	8.5
Washburn	12	9.5
Low Point	12	10.5
Cazenovia	12	11.5
A.T.& S.FE RY.		
Willow Springs	8	5
Palisades	8.5	5
Lemont	8.5	5
Romeo	8.5	5
Lockport	8.5	5
Joliet	8.5	5
Millsdale	8.5	5.5
Drummond	9.5	5.5
Blodgett (Wills Co.)	9.5	5.5
Lorenzo	9.5	5.5
Piquot	9.5	5.5
Coal City	9.5	5.5
Gorman	10	5.5
Mazon	10	5.5

	Inter-State	Intra-State
A.T.& S.FE RY.		
Verona	10	6
Kinsman	10	6
Ransom	10	6.5
Kernan	10	7
Beneckendorf Spur	10	7
Streator	12	7
Moore	12	7.5
Ancona	12	8
Leeds	12	8.5
Toluco	12	8.5
La Rose	12	8.5
Long Point	12	8.5
Dana	12	9.5
C.& E.I. RR.		
Steger	8.5	5.5
Crete	8.5	5.5
Lincoln Fields	8.5	6
Goodenow	8.5	6
Beecher	8.5	6
Sollitt	8.5	6
Grant Park	8.5	6
Momence	8.5	8
Law's Switch	10	6.5
Koster	10	6.5
Wichert	10	6.5
St. Anne	10	6.5
Papinau	10.5	7
Martinton	12	7.5
Pittwood	12	8.5
Talmadge	10	6.5
Hopkins Park	10	6.5
C&N.W. RY.		
Elmhurst	7.5	6
Villa Park	7.5	6
Lombard	7.5	6
Glen Ellyn	7.5	6
Wheaton	7.5	6
Wenfield	8	6
West Chicago	8	6
Geneva	8.5	6
La Fox	8.5	7
Elburn	8.5	8
Maple Park	9.5	8.5
Cortland	9.5	9
De Kalb	9.5	9
Malta	10	9
Creston	10.5	9.5
Rochelle	10.5	10
Flagg	10.5	10

ILLINOIS ORIGINS (Except as otherwise provided)	Inter-State	Intra-State
C.&N.W. RY.		
Ashton	11.5	10.5
Franklin Grove	12	10.5
Nachusa	12	10.5
Dixon	12	10.5
Nelson	12	11
Sterling (Rock Falls)	13	11.5
Galt	13	12
Agnew	13	12.5
St. Charles	8.5	6
Batavia	8.5	6
Aurora	8.5	6
North Aurora	8.5	6
Herbert	10.5	10
Sycamore	9.5	9
Elva	10	8.5
McGirr	10	8.5
Shabbona Grove	10	8.5
Rollo	10	8.5
Earlville	10.5	8.5
Triumph	11	8.5
Troy Grove	11	8.5
Brayson	11	8.5
Churchill	12	9.5
Ladd	12	9.5
Seatonville	12	9.5
LaSalle Junction	12	9.5
Dalzell	12	9.5
Shaft No. 2	12	9.5
Spring Valley	12	9.5
Van Petten	12	10.5
Hahnaman	12	10.5
Normandy	12	10.5
Manlius	12	10.5
Langley	12	10.5
Buda	12	11
Morse	12	11.5
C.B.&Q. R.R.		
Clyde	7	6
Berwyn	7	6
Riverside	7.5	6
Brookfield	7.5	6
Congress Park	7.5	6
La Grange (Stone Ave)	8.5	6
Western Springs	8.5	6
Hinsdale	8.5	6
Clarenden Hills	8.5	6
Westmont	8.5	6
Fairview Ave.	8.5	6
Downers Grove	8.5	6
Belmont	8.5	6
Lisle	8.5	6
Naperville	8.5	6
Ecla	8.5	6
Aurora	8.5	6
Montgomery	8.5	6
Bristol	9.5	7.5
Plano	9.5	8
Sandwich	9.5	8
Somonauk	9.5	8
Leland	10.5	8.5
Earlville	10.5	8.5
Meriden	11.5	8.5
Mendota	11.5	9
Clarion	11.5	9
Arlington	12	9.5
Zearing	12	9.5
Malden	12	9.5
Princeton	12	10
Wyanet	12	10.5
Buda	12	11
Neponset	12	11.5
North Aurora	8.5	6
Batavia	8.5	6
West Chicago	8	6
Baker	10.5	8
Oswego	8.5	6
Yorkville	9.5	6.5
Fox	9.5	6.5
Millbrook	9.5	6.5
Millington	9.5	7
Sheridan	9.5	7.5
Burgess Jct.	9.5	7.5
Serena	9.5	7.5
Blakes	10	7.5
Wedron	10	7
Dayton	10	6.5
Ottawa	10	5.5
So. Ottawa	10	5.5
Grand Ridge	10	6.5
Richards	10	7
Streator	12	7
Kangley	12	7.5
Wilsman	12	8
Leonore	12	8
Lowell	12	8.5
Ticona	12	8.5
La Salle	12	9
Peru	12	9
Spring Valley	12	9.5
Hegeler	12	9.5
Ladd	12	9.5
Green Oak	12	10
Kasbeer	12	10.5
Walnut	12	10.5
Deer Grove	12	10.5
Tampico	13	11.5
Prophetstown	12	12.5
Sugar Grove	8.5	7.5
Big Rock	9.5	8
Hinckley	9.5	8.5
Waterman	10	8.5
Shabbona	10	8.5
Lee	10.5	9
Steward	10.5	9.5
Rochelle	10.5	10
Flag Center	10.5	10
Chana	11	10.5
Honey Creek	12	11
Oregon	12	11
Stratford	13	12.5
Niffa	8.5	6
Mooseheart	8.5	6

ILLINOIS ORIGINS (Except as otherwise provided)	Inter-State	Intra-State
C.B.&Q. R.R.		
Mt. Morris	12	11.5
Radley	10.5	8.5
Paw Paw	11	8.5
Compton	11	9
West Brooklyn	12	9.5
Shaws	12	10
Amboy	12	10.5
Walton	12	10.5
Harmon	12	10.5
Stone	12	11
Rock Falls	13	11.5
Sterling	13	11.5
Agnew	13	12.5
Wendell	11.5	9.5
La Moille	12	10
Van Orin	12	10
Ohio	12	10.5
Burnett	12	11.5
Lombardville	12	11.5
C.G.W. RR.		
Forrest Park	7	6
Maywood	7	6
Bellwood	7	6
Elmhurst	7.5	6
Villa Park	7.5	6
Lombard	7.5	6
North Glen Ellyn	7.5	6
Gretna	8	6
Ingalton	8	6
St. Charles	8.5	6
Wasco	8.5	7
Lily Lake	8.5	8
Virgil	9.5	8.5
Richardson	9.5	8.5
Lovell's Crossing	9.5	9
Sycamore	9.5	9
DeKalb	9.5	9
Wilkinson	9.5	9
Clare	9.5	9
Esmond	10.5	9.5
Lindenwood	10.5	10
C.M.ST.P. & P. RR		
Baker	8.5	6
Manhattan	8.5	6
Wilton	8.5	6
Andres	8.5	6
Peotone	8.5	6
Whitaker	8.5	6
Yeager	8.5	6
Momence	8.5	6
Aurora	8.5	6
Wilkinson	9.5	9
Bradt	9.5	8½
DeKalb	9.5	8
Chase	9.5	8
Troxel	9.5	8
Duffin	9.5	8

	Inter-State	Intra-State
C.M.ST. P. &. P. RY.		
Fairdale	10.5	10
Monroe Center	10.5	10
Flag Center	10.5	10
Rochelle	10.5	9.5
Steward Jct.	10.5	9.5
Scarboro	10.5	9
Roxbury	12	8.5
Welland	12	8.5
Mendota	12	8
Peterstown	12	8.5
Fitchmoor	12	8.5
Ladd	12	8.5
Cherry	12	8.5
Seatonville	12	8.5
Howe	12	9
De Pue	12	9
Moronts	12	9
Grandville	12	9
Standard	12	9
Cedar Point	12	9
Oglesby	12	9
C.R.I.&P.RY.		
Midlothian	6.5	5
Oak Forest	6.5	5
Tinley Park	7.5	5
Mokena	8	5
New Lenox	8	5
Joliet	8.5	5
Bird's	8.5	5
Monooka	8.5	5
Morris	9.5	5
Stockdale	9.5	5.5
Seneca	9.5	5.5
Langham	9.5	5.5
Marseilles	10	5.5
Breckton	10	5.5
Ottawa	10	5.5
Utica	11	6.5
La Salle	12	9
Peru	12	9
Spring Valley	12	9.5
Marquette	12	9.5
De Pue	12	9.5
Bureau	12	10.5
Tiskillwa	12	10.5
Wyanet	12	10.5
Sheffield	12	11
E. J. & E. RY.		
Caton Farm	8.5	5.5
Frontenac	8.5	6
Joliet	8.5	5.5
Mincoka	8.5	5.5
Normantown	8.5	6
Plainfield	8.5	5.5
Wolfs	8.5	6

ILLINOIS ORIGINS (Except as otherwise provided)	Inter-State	Intra-State
ILL. CENT. RR.		
Flossmoor	7.5	5.5
Matteson	8	5.5
Richton	8	5.5
Monee	8	5.5
Peotone	8.5	6
Manteno	8.5	6
Manteno Hospital	8.5	6
Indian Oaks	8.5	6
Bradley	8.5	6
Kankakee	8.5	6
Hospital	9	6
Otto	9	6
Chepanse	9	6.5
Clifton	9.5	7.5
Ashkum	11	8.5
Danforth	12	9.5
Irwin	9	6.5
Dickey's	9.5	7
Herscher	9.5	7
Buckingham	10.5	7
Cabery	11.5	8
Kempton	12	8.5
Cullom	12	9
Charlotte	12	10
Griswold	12	9
Scoval	12	9
Eylar	12	9
Rugby	12	9.5
Swygert	12	9.5
Pontiac	12	9.5
Rook's Creek	12	10
Graymont	12	10
Flanagan	12	11
Hillside	7.5	6
Elmhurst	7.5	6
So. Addison	7.5	6
Swift	7.5	6
Cloverdale	8	6
Dixon	12	10.5
Eldena	12	10.5
Amboy	12	10.5
Sublette	12	10
Henkel	12	9.5
Mendota	12	9
Culton	12	8.5
Demick	12	8.5
LaSalle	12	9
Oglesby	12	9
Ionia	12	8.5
Lostant	12	8.5
Wenoa	12	8.5
Rutland	12	8.5
L.S.& B. C.		
LaSalle	12	9
Hegler	-	9
Thoralk	-	9
Midway	-	9

		Inter-State	Intra-State
MICH. CENT. RR.			
Dyer	Ind.	8.5	† 5
Chicago Heights		8.5	† 5
Matteson		8.5	† 5
Frankfort		8.5	† 5
Spencer		8.5	† 5
Steele		8.5	† 5
Joliet		8.5	† 5
N.Y.C. RR.			
Illinoi		8.5	6
Edgtown		8.5	6
Delmar		8.5	6
Ward		8.5	6
Momence		8.5	6
Eldredge Siding		8.5	6
Exline		8.5	6
Grinell		8.5	6
Kankakee		8.5	6
W. Kankakee		8.5	6
Greenwich		8.5	6
Van Siding		10	6
Lehigh		10	6
Goodrich		10	6
Union Hill		10	6
Reddick		10	6
Blair		10	6
Dwight		10	6
Sunbury		10	6
Adams		10	6
Budd		10	6
Misal		10	7
Streator		12	7
Vulcan Works		12	8
Altmar		12	8
Milla		12	8
Lastant		12	8.5
Priscilla		12	8.5
McNab		12	8.5
Granville		12	8.5
Moronts		12	8.5
De Pue		12	8.5
Howe		12	8.5
Seatonville		12	8.5
Ladd		12	8.5
Churchill		12	8.5
Highland	Ind.	8.5	5
Hays	Ind.	8.5	5
Hartsdale	Ind.	8.5	5
St. John	Ind.	8.5	6
Cook	Ind.	8.5	6
North Hayden	Ind.	8.5	6
Belshaw	Ind.	8.5	6
Schneider	Ind.	8.5	6

† Applicable on interstate traffic only.

ILLINOIS ORIGINS (Except as otherwise provided)	Inter-State	Intra-State
WABASH RY.		
Worth	7.5	5.5
Palos Park	7.5	5.5
Orland Park	7.5	5.5
Alpine	8	5.5
Marley	8	5.5
Steele	8	5.5
Brisbane	8	5.5
Manhattan	8.5	6
Symerton	9.5	6
Ballou	9.5	6
Ritchie	9.5	6
Custar Park	9.5	6
Horse Creek	9.5	6
Essex	10	6
Peddick	10	6
Cardiff	10	7
Campus	10.5	7
Emington	12	8
Saunemin	12	9
Wing	12	10
Champlin	12	10.5
Lodemia	12	10.5
Mc Dowell	12	10.5
Pontiac	12	9.5

TARIFF AUTHORITY

Alton R.R.	1604-O	I.C.C.	NO.	208	ILL.	CC	No.	122
A.T.&S. Fe. Ry.	7124-I	"	"	13039	"	"	"	608
C.&E.I. RR.	605	"	"	487	"	"	"	352
C&NW Ry. GFD	17042-B	"	"	10816	"	"	"	832
C.B.&Q. Ry. GFD	1346-R	"	"	19265	"	"	"	1956
C.G.W. RR.	36-J	"	"	5488	"	"	"	277
C.M.St.P.&P. RR	17002-B	"	"	B-6673	"	"	"	475
C.R.I.&P. Ry.	34560-B	"	"	C-12847	"	"	"	732
E.J.&E.Ry.	140-B	"	"	2243	"	"	"	604
Ill.Cent. RR	1537-K	"	"	A-11148	"	"	"	A-1520
NYC RR	9297-J	"	"	MC 6002	"	"	"	MC 731
NYC RR	643-B	"	"	LS 1939	"	"	"	LS 965
Wabash Ry.	B-19308	"	"	7130	"	"	"	1047

I. & S. Docket 4718
Exhibit No. 5
Witness

Statement

Showing present Combination rates (Barge-Rail) via Chicago, Ill., on Grain, C/L., from LaSalle, Morris, Ottawa and Seneca, Ill. to Baltimore, Md., New York, N. Y., and Boston, Mass., in comparison with present All-Rail Local rates from Chicago, Ill. and east thereof which are higher than the Rail-Barge combination via Chicago, Ill.

(Rates in cents per 100 Pounds)

FROM	TO	Baltimore, Md.								New York, N.Y.								Boston, Mass.							
		Miles		All Rail Rate			Barge - Rail Charge			Miles		All Rail Rate			Barge - Rail Charge			Miles		All Rail Rate			Barge - Rail Charge		
		All Rail	(1) Barge Rail	Domestic	Export (A)	Export (B)	Domestic	Export A	Export B	All Rail	(1) Barge Rail	Domestic	Export (A)	Export (B)	Domestic	Export A	Export B	All Rail	(1) Barge Rail	Domestic	Export (A)	Export (B)	Domestic	Export A	Export B
LaSalle	Ill.	835	864	38	34	28				958	987	38	35½	29½				1044	1070	40	35½	29½			
Morris	"	797	825	32½	31½	25½				921	948	35½	33	27				1007	1031	37½	33	27			
Ottawa	"	820	849	33	32	26	4 1/8	4 1/8	4 1/8	943	972	36	33½	27½	4 1/8	4 1/8	4 1/8	1029	1055	38	33½	27½	4 1/8	4 1/8	4 1/8
Seneca	"	809	836	32½	31½	25½	23	22	16	931	959	35½	33	27	26	23 1/2	17 1/2	1017	1042	37½	33	27	28	23 1/2	17 1/2
		To Chicago, Ill. via Barge Rail & 5 Rate beyond																							
		Total					27 1/8	26 1/8	20 1/8						30 1/8	27 5/8	21 5/8						32 1/8	27 5/8	21 5/8
C.M.St.P.																									
Chicago	Ill.			31½	30½	24½						34½	32	26						36½	32	26			
Gary	Ind.			31	30½	24½						34	32	26						36	32	26			
Millsboro	"			31	30	24½						34	31½	26						36	31½	26			
Walkerton	"			30	29	24½						33	30½	26						35	30½	26			
Wills	"	628	-	•27	27	24½				751	-	•30	28½	26				841	-	•32	28½	26			
Hicksville	Ohio	603	-	25	•25	24½				725	-	28	•26½	26				820	-	30	•26½	26			
Bethler	"			23	23	23						26	24½	24½						28	24½	24½			
Greenwich	"			22	22	22						25	23½	23½						27	23½	23½			
Lords'town	"	393	-	20	20	•20				513	-	23	21½	•21½				652	-	25	21½	•21½			
C.&E.RR. (Erie System)																									
Chicago	Ill.			31½	30½	24½						34½	32	26						36½	32	26			
Highlands,	Ind.			31	30½	24½						34	32	26						36	32	26			
Aldine	"			31	30	24½						34	31½	26						36	31½	26			
De Long	"			30	29	24½						33	30½	26						35	30½	26			
Unionda1e	"	627		•27	27	24½				755		•30	28½	26				855		•32	28½	26			
Aren	Ohio	601		25	•25	24½				730		28	•26½	26				828		30	•26½	26			
Lima	"			23	23	23						26	24½	24½						28	24½	24½			
Galion	"			22	22	22						25	23½	23½						27	23½	23½			
Lewvittsburg	"	396		20	20	•20				512		23	21½	•21½				646		25	21½	•21½			
[illegible] SYSTEM																									
Chicago	Ill.			31½	30½	24½						34½	32	26						36½	32	26			
[illegible]	"			31	30½	24½						34	32	26						36	32	26			
Union Mills	Ind.			31	30	24½						34	31½	26						36	31½	26			
South Bend	"			30	29	24½						33	30½	26						35	30½	26			
Durand	Mich	677		•27	27	24½				674		•30	28½	26				746		•32	28½	26			
Capac	"	621		25	•25	24½				618		28	•26½	26				704		30	•26½	26			
[illegible]																									
Chicago	Ill.			31½	30½	24½						34½	32	26						36½	32	26			
[illegible]	Ind.			31	30½	24½						34	32	26						36	32	26			
[illegible] Mich.	Mich			31	30	24½						34	31½	26						36	31½	26			
Dallen	"			30	29	24½						33	30½	26						35	30½	26			
Jackson	"	619		•27	27	24½				707		•30	28½	26				782		•32	28½	26			
Ann Arbor	"	593		25	•25	24½				668		28	•26½	26				743		30	•26½	26			

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TO / FROM			Baltimore, Md. Miles All Rail	Miles (1) Barge Rail	All Rail Rate Domestic	All Rail Rate Export (A)	All Rail Rate Export (B)	Barge-Rail Charge Domestic	Barge-Rail Charge Export (A)	Barge-Rail Charge Export (B)	New York, N. Y. Miles All Rail	Miles (1) Barge Rail	All Rail Rate Domestic	All Rail Rate Export (A)	All Rail Rate Export (B)	Barge-Rail Charge Domestic	Barge-Rail Charge Export (A)	Barge-Rail Charge Export (B)	Boston, Mass. Miles All Rail	Miles (1) Barge Rail	All Rail Rate Domestic	All Rail Rate Export (A)	All Rail Rate Export (B)	Barge-Rail Charge Domestic	Barge-Rail Charge Export (A)	Barge-Rail Charge Export (B)
N.Y.C. RR.																										
Chicago,	Ill.				31½	30½	24½						34½	32	26						36½	32	26			
Pine	Ind.				31	30½	24½						34	32	26						36	32	26			
LaPorte	"				31	30	24½						34	31½	26						36	31½	26			
South Bend	"				30	29	24½						33	30½	26						35	30½	26			
Kendallville	"		633		•27	27	24½				756		•30	28½	26				841		•32	28½	26			
Edgerton	Ohio		622		25	•25	24½				732		28	•26½	26				818		30	•26½	26			
Toledo	"				23	23	23						26	24½	24½						28	24½	24½			
Amherst	"				22	22	22						25	23½	23½						27	23½	23½			
Painesville	"		403		20	20	•20				541		23	21½	•21½				624		25	21½	•21½			
Elkhart	Ind.				30	29	24½						33	30½	26						35	30½	26			
Jonesville	Mich.		618		•27	27	24½				726		•30	28½	26				801		•32	28½	26			
Pittsford	"		604		25	•25	24½				714		28	•26½	26				789		30	•26½	26			
N.Y.C.&ST.L.R.R.																										
Chicago	Ill.				31½	30½	24½						34½	32	26						36½	32	26			
Hegewisch	Ind.				31	30½	24½						34	32	26						36	32	26			
Thomaston	"				31	30	24½						34	31½	26						36	31½	26			
Rutland	"				30	29	24½						33	30½	26						35	30½	26			
Ft. Wayne	"		621		•27	27	24½				744		•30	28½	26				839		•32	28½	26			
Payne	Ohio		599		25	•25	24½				723		28	•26½	26				817		30	•26½	26			
Leipsic	"				23	23	23						26	24½	24½						28	24½	24½			
Lorain	"				22	22	22						25	23½	23½						27	23½	23½			
Painesville	"		403		20	20	•20				541		23	21½	•21½				624		25	21½	•21½			
PENNA. R.R.																										
Chicago	Ill.				31½	30½	24½						34½	32	26						36½	32	26			
Gary	Ind.				31	30½	24½						34	32	26						36	32	26			
Hanna	"				31	30	24½						34	31½	26						36	31½	26			
Plymouth	"				30	29	24½						33	30½	26						35	30½	26			
Ft. Wayne	"		621		•27	27	24½				744		•30	28½	26				839		•32	28½	26			
Dixon	Ohio		601		25	•25	24½				734		28	•26½	26				833		30	•26½	26			
Lima	"				23	23	23						26	24½	24½						28	24½	24½			
Crestline	"				22	22	22						25	23½	23½						27	23½	23½			
Salem	"		424		20	20	•20				506		23	21½	•21½				676		25	21½	•21½			
P.M. RR.																										
Chicago	Ill.				31½	30½	24½						34½	32	26						36½	32	26			
Porter	Ind.				31	30½	24½						34	32	26						36	32	26			
New Buffalo	Mich.				31	30	24½						34	31½	26						36	31½	26			
St. Joseph	"				30	29	24½						33	30½	26						35	30½	26			
Howell	"		659		•27	27	24½				686		•30	28½	26				761		•32	28½	26			
So. Lyon	"		641		25	•25	24½				667		28	•26½	26				742		30	•26½	26			
WABASH RY.																										
Chicago	Ill.				31½	30½	24½						34½	32	26						36½	32	26			
Gary	Ind.				31	30½	24½						34	32	26						36	32	26			
Magee	"				31	30	24½						34	31½	26						36	31½	26			
North Liberty	"				30	29	24½						33	30½	26						35	30½	26			
Eddy	"		645		•27	27	24½				768		•30	28½	26				847		•32	28½	26			
Lima	Ohio		615		25	•25	24½				733		28	•26½	26				811		30	•26½	26			

Explanation of Reference Marks

(A) Applies on grain other than that shown in reference B below.

(B) Applies only on Barley, Corn, Oats, Rye, or Wheat.

• Point which clears combination via Chicago, Ill. by use of barge rate to Chicago, Ill and reshipping rate beyond.

(1) Federal Barge Line Circular 9-H, ICC 82 - Illinois Waterway Navigation Chart, published by U. S. Engineer Office, Chicago, Ill. - I.C.C. Docket 15879 (164 ICC 314, 483)

(2) ICC Docket 15879 (164 ICC314,483)

Tariff Authority

Agent B. T. Jones' Tariff 245-G, ICC No. 3356

I. & S. Docket 4718
Exhibit No. 6
Witness

LEGEND

(Solid Line) The Local Domestic rate on Grain from all points in C.F.A.Territory (Chicago,Ill.and East) west of this line are higher than the Barge-Rail combination via Chicago,Ill., from La Salle,Morris,Ottawa and Seneca,Ill. to Baltimore,Md., New York,N.Y. and Boston,Mass.

(Broken Line) The Local Export rate rate on Grain from all points in C.F.A.Territory (Chicago,Ill.and East) west of this line are higher than the Barge-Rail combination via Chicago, Ill., from La Salle,Morris,Ottawa and Seneca,Ill. to Baltimore, Md.,New York,N.Y. and Boston,Mass.

(Chain) The Local Export rate on Barley,Corn,Oats,Rye or Wheat from all points in C.F.A.Territory (Chicago,Ill. and East) west of this line are higher than the Barge-Rail combination via Chicago,Ill., from La Salle,Morris,Ottawa and Seneca,Ill. to Baltimore,Md.,New York,N.Y. and Boston,Mass.

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Rate History on Wheat, Carloads, from Minneapolis, Minn., and Kansas City, Mo., to Toledo, Ohio and New York, N.Y.
(Rates in Cents per 100 Pounds)

TO: TOLEDO, OHIO

Date	From - Minneapolis, Minn.									From Kansas City, Mo.									
	Basing Points						Basis	Tariff Authority		Basing Points									Basis
	Chicago, Ill.			Peoria, Ill.						Chicago, Ill.			Peoria, Ill.			St.Louis, Mo.			
	To	From	Thru	To	From	Thru		ICC NO.	Issued By	To	From	Thru	To	From	Thru	To	From	Thru	
March 15, 1910	10	8	18	10	8	18	-	10043 A-2504 1938	CM&ST.P.RY. LS&MS RY. LE&W RR.	12	6	18	10.5	7.5	18	9	9	18	-
Apr. 17, 1914	10	8.4	18.4	10	8.4	18.4	5% Increase (I&S DKT. #333) (Eastern Factor)	B-2774 A-3238 2639	CM&ST.P. RY. LS&MS RY. LE&W RR.	12	6.3	18.3	10.5	7.8	18.3	9	9.3	18.3	(5% Increase (I&S DKT. #333) (Eastern Factor)
May 4, 1918	10	8.4	18.4	10	8.4	18.4	-	B-2774 LS-300 2639	CM&ST.P. RY. NYC RR. LE&W RR.	12	6.3	18.3	10.5	7.8	18.3	9	10	19	15% Increase (ExParte 57) (Eastern Factor)
May 8, 1918	10	9.5	19.5	10	8.4	18.4	15% Increase (ExParte 57) (Eastern Factor)	B-2774 LS-300 2639	CM&ST.P. RY. NYC RR. LE&W RR.	12	7.0	19	10.5	7.8	18.3	9	10	19	15% Increase (ExParte 57) (Eastern Factor)
May 15, 1918	10	9.5	19.5	10	9.5	19.5	15% Increase (ExParte 57) (Eastern Factor)	B-2774 LS-500 2658	CM&ST.P. RY. NYC RR. LE&W RR	12	7.0	19	10.5	8.5	19	9	10	19	15% Increase (ExParte 57) (Eastern Factor
June 28, 1918	12.5	12	24.5	12.5	12	24.5	25% Increase (G.O. #28)	B-2774 LS-500 2658	CM&ST.P.RY. NYC RR. LE&W RR.	15	9	24	13	10.5	23.5	11.5	12.5	24	25% Increase (G.O. #28)
Feb. 26, 1920	11	12	23	11	12	23	Adjustment	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.	15	9	24	13	10.5	23.5	11.5	12.5	24	-
Aug. 28, 1920	16	17	32	15	17	32	35% Increase (ExParte 74) (Western Factor) 40% Increase (ExParte 74) (Eastern Factor)	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.	20.5	12.5	33	17.5	14.5	32	15.5	17.5	33	35% Increase (GO #28) (Western Factor) 40% Increase (GO #28) (Eastern Factor)
Nov. 22, 1920	16	17	32	15	17	32	-	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.	20.5	12.5	33	18.5	14.5	33	15.5	17.5	33	Adjustment
Jan. 1, 1922	13.5	15.5	29	13.5	15.5	29	10% Reductions	B-4273 LS-833 3023	CM&ST.P. RY. NYC RR. NYC&ST.L. RR.	17.5	11.5	29	16.5	13.5	30	13.5	16	29.5	10% Reduction
Mar. 15, 1922	13.5	15.5	29	13.5	15.5	29	-	B-4273 LS-833 3023	CM&ST.P. RY NYC RR. NYC&ST.L. RR.	17.5	11.5	29	16.5	13.5	30	13.5	15.5	29	Adjustment

I. & S. Docket 4718
Exhibit No. 7
Witness

Rate History on Wheat, Carloads, from Minneapolis, Minn., and Kansas City, Mo., to Toledo, Ohio and New York, N.Y.
(Rates in Cents per 100 Pounds)

TO: TOLEDO, OHIO

From - Minneapolis, Minn.											From Kansas City, Mo.		
			Basing Points										
	Chicago, Ill.			Peoria, Ill.			St.Louis, Mo.						
Basis	To	From	Thru	To	From	Thru	To	From	Thru	Basis	Tariff Authority ICC NO.	Tariff Authority Issued By	
-	12	6	18	10.5	7.5	18	9	9	18	-	C-6918 A-2504 1938 D-70	CRI&P RY. LS&MG RY. LE&W RR. Agt. Wm.Cameron	
5% Increase (I&S DKT. #333) (Eastern Factor)	12	6.3	18.3	10.5	7.8	18.3	9	9.3	18.3	(5% Increase (I&S DKT. #333) (Eastern Factor)	C-9650 A-3238 2639 D-70	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron	
-	12	6.3	18.3	10.5	7.8	18.3	9	10	19	15% Increase (ExParte 57) (Eastern Factor)	C-9650 LS-300 2639 D-85	CRI&P Ry. NYC RR. LE&W RR. Agt. Wm.Cameron	
15% Increase (ExParte 57) (Eastern Factor)	12	7.0	19	10.5	7.8	18.3	9	10	19	15% Increase (ExParte 57) (Eastern Factor)	C-9650 LS-300 2639 D-85	CRI&P RR. NYC RR. LE&W. RR. Agt. Wm.Cameron	
15% Increase (ExParte 57) (Eastern Factor)	12	7.0	19	10.5	8.5	19	9	10	19	15% Increase (ExParte 57) (Eastern Factor	C-9650 LS-500 2658 D-85	CRI&P RY. NYC RR. LE&W RR. Agt. Wm.Cameron	
25% Increase (G.O. #28)	15	9	24	13	10.5	23.5	11.5	12.5	24	25% Increase (G.O. #28)	C-10041 LS-500 2658 D-85	CRI&P RY. NYC. RR. LE&W RR. Agt. Wm.Cameron	
Adjustment	15	9	24	13	10.5	23.5	11.5	12.5	24	-	C-10041 LS-606 3023	CRI&P RY. NYC RY. LE&W RR. Agt. Wm.Cameron	
35% Increase (ExParte 74) (Western Factor) 40% Increase (ExParte 74) (Eastern Factor)	20.5	12.5	33	17.5	14.5	32	15.5	17.5	33	35% Increase (GO #28) (Western Factor) 40% Increase (GO #28) (Eastern Factor)	C-10590 LS-606 3023 876	CRI&P RY. NYC RR. LE&W RR. Agt. Wm.Cameron	
-	20.5	12.5	33	18.5	14.5	33	15.5	17.5	33	Adjustment	C-10758 LS-606 3023 876	CRI&P RY. NYC RR. LE&W RR. Agt. Wm. Cameron	
10% Reductions	17.5	11.5	29	16.5	13.5	30	13.5	16	29.5	10% Reduction	C-10758 LS-833 3023 876	CRI&P. RY. NYC RR. NYC&ST.L Agt. Wm.Cameron	
-	17.5	11.5	29	16.5	13.5	30	13.5	15.5	29	Adjustment	C-10758 LS-833 3023 876	CRI&P RY. NYC RR. NYC&ST.L.RR. Agt. Wm.Cameron	
-	17.5	11.5	29	15.5	13.5	29	13.5	15.5	29	ICC DKT. #12929 of Nov. 31, 1921 as amended	C-10990 LS-833 3134 1217	CRI&P RY. NYC RR. NYC& ST.L. RR. Agt. W.J. Kelly	

From - Minneapolis, Minn.											From Kansas City, Mo.		
			Basing Points										
	Chicago, Ill.			Peoria, Ill.			St.Louis, Mo.						
Basis	To	From	Thru	To	From	Thru	To	From	Thru	Basis	Tariff Authority ICC NO.	Tariff Authority Issued By	
-	B-2774 10043 A-2504 1938	CM&ST.P.RY. LS&MS RY. LE&W RR.											
5% Increase (I&S DKT. #333) (Eastern Factor)	B-2774 A-3238 2639	CM&ST.P. RY. LS&MS RY. LE&W RR.											
-	B-2774 LS-300 2639	CM&ST.P. RY. NYC RR. LE&W RR.											
15% Increase (ExParte 57) (Eastern Factor)	B-2774 LS-300 2639	CM&ST.P. RY. NYC RR. LE&W RR.											
15% Increase (ExParte 57) (Eastern Factor)	B-2774 LS-500 2658	CM&ST.P. RY. NYC RR. LE&W RR											
25% Increase (G.O. #28)	B-2774 LS-500 2658	CM&ST.P.RY. NYC RR. LE&W RR.											
Adjustment	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.											
35% Increase (ExParte 74) (Western Factor) 40% Increase (ExParte 74) (Eastern Factor)	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.											
-	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.											
10% Reductions	B-4273 LS-833 3023	CM&ST.P. RY. NYC RR. NYC&ST.L. RR.											
-	B-4273 LS-833 3023	CM&ST.P. RY NYC RR. NYC&ST.L. RR.											
-	B-4273 LS-833 3134	CM&ST.P. RY. NYC RR. NYC&ST.L. RR.											

Feb. 26, 1920	11	12	23	11	12	23	Adjustment	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.	15	9	24	13	10.5	23.5	11.5	12.5	24	-	C-10041 LS-606 3023	CRI&P RY. NYC RY. LE&W RR. Agt. Wm.Cameron
Aug. 26, 1920	16	17	32	15	17	32	35% Increase (ExParte 74) (Western Factor) 40% Increase (ExParte 74) (Eastern Factor)	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.	20.5	12.5	33	17.5	14.5	32	15.5	17.5	33	35% Increase (GO #28) (Western Factor) 40% Increase (GO #28) (Eastern Factor)	C-10590 LS-606 3023 876	CRI&P RY. NYC RR. LE&W RR. Agt. Wm.Cameron
Nov. 22, 1920	16	17	32	15	17	32	-	B-4165 LS-606 3023	CM&ST.P. RY. NYC RR. LE&W RR.	20.5	12.5	33	18.5	14.5	33	15.5	17.5	33	Adjustment	C-10758 LS-606 3023 876	CRI&P RY. NYC RR. LE&W RR. Agt. Wm. Cameron
Jan. 1, 1922	13.5	15.5	29	13.5	15.5	29	10% Reductions	B-4273 LS-833 3023	CM&ST.P. RY. NYC RR. NYC&ST.L. RR.	17.5	11.5	29	16.5	13.5	30	13.5	16	29.5	10% Reduction	C-10758 LS-833 3023 876	CRI&P. RY. NYC RR. NYC&ST.L Agt. Wm.Cameron
Mar. 15, 1922	13.5	15.5	29	13.5	15.5	29	-	B-4273 LS-833 3023	CM&ST.P. RY NYC RR. NYC&ST.L. RR.	17.5	11.5	29	16.5	13.5	30	13.5	15.5	29	Adjustment	C-10758 LS-833 3023 876	CRI&P RY. NYC RR. NYC&ST.L.RR. Agt. Wm.Cameron
May 1, 1922	13.5	15.5	29	13.5	15.5	29	-	B-4273 LS-833 3134	CM&ST.P. RY. NYC RR. NYC&ST.L. RR.	17.5	11.5	29	15.5	13.5	29	13.5	15.5	29	ICC DKT. #12929 of Nov. 31, 1921 as amended	C-10990 LS-833 3134 1217	CRI&P RY. NYC RR. NYC& ST.L. RR. Agt. W.J. Kelly
June 1, 1922	13	15.5	28.5	13	15.5	28.5	Adjustment	B-4612 LS-833 3134	CM&ST.P. RY. NYC RR. NYC&ST.L. RR.	17.5	11.5	29	15.5	13.5	29	13.5	15.5	29	-	C-10990 LS-833 3134 1217	CRI&P RY, NYC RR. NYC&ST.L. RR. Agt. W.J. Kelly
July 1, 1935	12	15.5	27.5	12	15.5	27.5	ICC DOCKET- 17000 - Part 7	A-2590 2790	Agt.L.E.Kipp Agt.B.I.Jones	15	11.5	26.5	13	13.5	26.5	11	15.5	26.5	ICC Dkt. #17000 - Part 7	A-2590 2790	Agt. L.E.Kipp Agt. B.I.Jones
Jan. 15, 1938	12	13.5	25.5	12	13.5	25.5	ICC Dkt.#15037-	A-2743 2790	Agt. L.E.Kipp Agt. B.I.Jones	15	13.5	28.5	13	15.5	28.5	11	17.5	28.5	ICC Dkt. #15037	A-2743 2790	Agt. L.E.Kipp Agt, B,I.Jones
Mar. 28, 1938	13	14	27	13	14	27	5% Increase (Ex.Parte 123)	A-2743 2790 3100	Agt. L.E.Kipp Agt. B.I.Jones Agt. B.I.Jones	16	14	30	14	16	30	12	18	30	5% Increase (ExParte #123)	A-2743 2790 3100	Agt. L.E.Kipp Agt. B.I.Jones Agt. B.I.Jones
June 10, 1938	13	16	29	13	16	29	Adjustment	A-2743 2790	Agt. L.E.Kipp Agt. B.I.Jones	16	12	28	14	14	28	12	16	28	Adjustment	A-2743 2790	Agt. L.E.Kipp Agt. B.I.Jones
Dec. 5, 1938 to Present (Dec. 15, 1939)	13	15.5	28.5	13	15.5	28.5	ICC Docket 15037 as amended	A-2942 3300	Agt. L.E.Kipp Agt. B.I.Jones	16	12.5	28.5	14	14.5	28.5	12	16.5	28.5	ICC Dkt. #15037 as amended	A-2942 3300	Agt. L.E.Kipp Agt. B.I.Jones

To: New York, New York.

Date	From Minneapolis, Minn. — Basing Points — Chicago, Ill. — TO	From Dom	From Exp	Thru Dom	Thru Exp	Peoria, Ill. — TO	From Dom	From Exp	Thru Dom	Thru Exp	Basis	Tariff Authority — ICC NO.	Issued By	From Kansas City, Mo. — Basing Points — Chicago, Ill. — TO	From Dom	From Exp	Thru Dom	Thru Exp	Peoria, Ill. — TO	From Dom	From Exp	Thru Dom	Thru Exp	St.Louis, Mo. — TO	From Dom	From Exp	Thru Dom	Thru Exp	Basis	Tariff Authority — ICC.NO.	Issued By
March 15, 1910	10	16	13	26	23	10	16	13	26	23		10043 2503 1936	CM&ST.P. RY. LS&MS RY. LE&W RR.	12	16	13	28	25	10.5	17.5	14.5	28	25	9	19	16	28	25	-	C-6918 2503 1936 D-33	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
Dec. 1, 1914	10	16	13	26	23	10	17	14	27	24	Adjustment (Eastern Factor)	B-2774 A-3239 2340	CM&ST.P. RY. LS&MS RY. LE&W RR.	12	16	13	28	25	10.5	18.5	15.5	29	26	9	19	16	28	25	Adjustment (Eastern Factor)	C-9650 A-3239 2340 D-66	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
Dec. 12, 1914	10	16	13	26	23	10	16	13	26	23	Adjustment (Eastern Factor)	B-2774 A-3239 2340	CM&ST.P. RY. LS&MS RY. LE&W RR.	12	16	13	28	25	10.5	17.5	14.5	28	25	9	19	16	28	25	Adjustment (Eastern Factor)	C-9650 A-3239 2340 D-66	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
Jan. 20, 1915	10	16.8	13.7	26.8	23.7	10	16.8	13.7	26.8	23.7	5% Increase (I&S Docket #333) (Eastern Factor)	B-2774 A-3239 2340	CM&ST.P. RY. LS&MS RY. LE&W RR.	12	16.8	13.7	28.8	25.7	10.5	18.3	15.2	28.8	25.7	9	19.8	16.7	28.8	25.7	5% Increase(I&S Dkt. #333) (Eastern Factor)	C-9650 A-3239 2340 D-66	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
March 25, 1918	10	19.5	18	29.5	28	10	16.8	13.7	26.8	23.7	15% Increase (ExParte 57) (Eastern Factor)	B-2774 A 3239 2340	CM&ST.P.RY. LS&MS RY.. LE&W RR.	12	19.5	18	31.5	30	10.5	18.3	15.2	28.8	25.7	9	19.8	16.7	28.8	25.7	15% Increase (ex (ExParte 57) (Eastern Factor)	C-9650 A-3239 2340 D-93	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
March 31, 1918	10	19.5	18	29.5	28	10	16.8	13.7	26.8	23.7	-	B-2774 A-3239 2340	CM&ST.P. RY. LS&MS RY. LE&W RR.	12	19.5	18	31.5	30	10.5	18.3	15.2	28.8	25.7	9	22.5	21	31.5	30	15% Increase (ExParte 57) (Eastern Factor)	C-9650 A-3237 2340 D-93	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
April 12, 1918	10	19.5	18	29.5	28	10	19.5	18	29.5	28	15% Increase (ExParte 57) (Eastern Factor)	B-2774 A-3239 2821	CM&ST.P. RY. LS&MS RY. LE&W RR.	12	19.5	18	31.5	30	10.5	21	19.5	31.5	30	9	22.5	21	31.5	30	15% Increase (ExParte 57) (Eastern Factor)	C-9650 A-3239 2821 D-93	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
May 20, 1918	10	19.5	18	29.5	28	10	19.5	18	29.5	28	-	B-2774 A-3239 2821	CM&STLP. RY. LS&MS RY. LE&W RR.	12	19.5	18	31.5	30	10.5	21	19.5	31.5	30	9	23	21	32	30	Restoration Port Relationship (Eastern Factor)	C-9650 A-3239 2821 D-111	CRI&P RY. LS&MS RY. LE&W RR. Agt. Wm.Cameron
June 25, 1918	12.5	24.5	23	37	35.5	12.5	25	23	37.5	35.5	25% Increase (G.O. # 28)	B-2774 LS-499 2821	CM&ST.P. RY. NYC RR. LE&W RR.	15	24.5	23	39.5	38	13	26	24.5	39	37.5	11.5	28	26.5	39.5	38	25% Increase (G.O.#28)	C-10041 LS-499 2821 D-111	CRI&P RY. NYC RR. LE&W RR. Agt. Wm.Cameron

																														D-111	Agt. Wm.Cameron
June 25, 1918	12.5	24.5	23	37	35.5	12.5	25	23	37.5	35.5	25% Increase (G.O. # 28)	B-2774 LS-499 2821	CM&ST.P. RY. NYC RR. LE&W RR.	15	24.5	23	39.5	38	13	26	24.5	39	37.5	11.5	28	26.5	39.5	38	25% Increase (G.O.#28)	C-10041 LS-499 2821 D-111	CRI&P RY. NYC RR. LE&W RR. Agt. Wm.Cameron
Dec. 31, 1919	12.5	24.5	23	37	35.5	12.5	24.5	23	37	35.5	-	B-2774 839	CM&ST.P. RY. Agt.W.J.Kelly	15	24.5	23	39.5	38	13	26.5	25	39.5	38	11.5	28	26.5	39.5	38	Adjustment Account Agency Publication (Eastern Factor	C-10590 839	CRI&P RY. Agt. W.J.KELLY
Feb. 28, 1920	11	24.5	23	35.5	34	11	24.5	23	35.5	34	Adjustment	B-4165 839	CM&ST.P. RY. Agt. W.J.Kelly	15	24.5	23	39.5	38	13	26.5	25	39.5	38	11.5	28	26.5	39.5	38	-	C-10590 839	CRI&P RY. Agt. W.J.Kelly
Aug. 26, 1920	15	34.5	33	49.5	48	15	34	31.5	49	46.5	35% Increase (Ex Parte 74) (Western Factor) 40% Increase (Ex Parte 74) (Eastern Factor)	B-4165 839	CM&ST.P. RY. Agt. W.J.Kelly	20.5	34.5	33	55	53.5	17.5	37	34.5	54.5	52	15.5	39	37	54.5	52.5	35% Increase (Ex Parte 74) (Western Factor) 40% Increase (Ex Parte 74) (Eastern Factor)	C-10590 839	CRI&P RY. Agt. W.J.Kelly
Nov. 10, 1920	15	34.5	33	49.5	48	15	34.5	33	49.5	48	-	B-4165 839	CM&ST.P. RY. Agt. W.J.Kelly	20.5	34.5	33	55	53.5	17.5	37	35.5	54.5	53	15.5	39.5	38	55	53.5	Restoration port relationship (Eastern Factor)	C-10590 839	CRI&P. RY. Agt. W.J.Kelly
Nov. 22, 1920	15	34.5	33	49.5	48	15	34.5	33	49.5	48	-	B-4273 839	CM&ST.P. RY. Agt. W.J.Kelly	20.5	34.5	33	56	53.5	18.5	37	35.5	55.5	54	15.5	39.5	38	55	53.5	Adjustment (Western Factor)	C-10758 839	CRI&P RR. Agt. W.J.Kelly
Sept. 28, 1921	16	30	24.5	45	39.5	15	30	24.5	45	39.5	Adjustment (Eastern Factor)	B-4273 1126	CM&ST.P. RY. Agt. W.J.Kelly	20.5	30	24.5	50.5	45	18.5	32.5	26.5	51	45	15.5	35	26.5	50.5	42	Adjustment (Eastern Factor)	C-10758 1126	CRI&P RR. Agt. W.J.Kelly
Jan. 1, 1922	13.5	30	24.5	43.5	38	13.5	30	24.5	43.5	38	10% Reduction	B-4273 1126	CM&ST.P. RY. Agt. W.J. Kelly	17.5	30	24.5	47.5	42	16.5	32	26.5	48.5	43	13.5	34	26.5	47.5	40	10% Reduction	C-10758 1126	CRI&P RR. Agt. W.J.Kelly
May 1, 1922	13.5	30	24.5	43.5	38	13.5	30	24.5	43.5	38	-	B-4273 1126	CM&ST.P. RY. Agt. W.J.Kelly	17.5	30	24.5	47.5	42	15.5	32	26.5	47.5	42	13.5	34	26.5	47.5	40	ICC Dkt. #12929 of Nov. 21, 1921, as amended. (Western Factor)	C-10990 1126	CRI&P RR. AGT. W.J.Kelly

To: New York, New York

Date	From Minneapolis, Minn.											From Kansas City, Mo.										
	Basing Points									Basis	Tariff Authorities	Basing Points										Basis	Tariff Authorities
	Chicago, Ill.					Peoria, Ill.						Chicago, Ill.					Peoria, Ill.						
	TO	From		Thru		TO	From		Thru		ICC No. / Issued By	TO	From		Thru		TO	From		Thru			ICC No. / Issued By
		Dom	Exp	Dom	Exp		Dom	Exp	Dom	Exp			Dom	Exp	Dom	Exp		Dom	Exp	Dom	Exp		
June 1, 1922	13	30	24.5	43	37.5	13	30	24.5	43	37.5	Adjustment (Western Factor)	17.5	30	24.5	47.5	42	15.5	32	26.5	47.5	42	-	C-10990 / CRI&P RY. Agt. W.J.Kelly
July 1, 1922	13	30	22.5	43	35.5	13	30	22.5	43	35.5	Adjustment (Eastern Factor	B-4612 1126 / CM&ST.P RY. Agt. W.J.Kelly	17.5	30	22.5	47.5	40	15.5	32	24.5	47.5	40	13.5	34	26.5	47.5	40	Adjustment (Eastern Factor)	C-10990 1126 / CRI&P RY. Agt. W.J.Kelly
April 1, 1923	13	30	22.5	43	35.5	13	30	22.5	43	35.5	-	B-4862 1373 / CM&ST.P Ry. Agt. B.I.Jones	17.5	30	22.5	47.5	40	15.5	32	24.5	47.5	40	13.5	34	26.5	47.5	40	-	C-10990 1373 / CRI&P RY. Agt. B.I.Jones
July 1, 1934	13	24.5	22.5	37.5	35.5	13	24.5	22.5	37.5	35.5	Adjustment (Eastern Factor)	B-6283 2515 / CM&ST.P.RY. Agt. B.I.Jones	17.5	24.5	22.5	42	40	15.5	26.5	24.5	42	40	13.5	28.5	26.5	42	40	Adjustment (Eastern Factor)	C-12185 2515 / CRI&P RY. Agt. B.I.Jones
July 1, 1935	12	24.5	22.5	36.5	34.5	12	24.5	22.5	36.5	34.5	ICC Dkt. 17000 Part 7	A-2590 2515 / Agt. L.E.Kipp Agt. B.I.Jones	15	24.5	22.5	39.5	37.5	13	26.5	24.5	39.5	37.5	11	28.5	26.5	39.5	37.5	ICCDkt.-17000 Part 7	A-2590 2515 / AGT. L.E.Kipp Agt. B.I.Jones
March 28, 1938	13	26	24	39	37	13	26	24	39	37	5% Increase (Ex Parte 123)	A-2743 3055 3100 / Agt. L.E.Kipp Agt. B.I.Jones Agt. B.I.Jones	16	26	24	42	40	14	28	26	42	40	12	30	28	42	40	5% Increase (Ex Parte 123)	A-2743 3055 3100 / Agt. L.E.Kipp Agt. B.I.JONES Agt. B.I.Jones
June 10, 1938	13	26	23.5	39	36.5	13	26	23.5	39	36.5	Restoration of former port relationship (Eastern Factor)	A-2743 3055 / Agt. L.E.Kipp Agt. B.I.Jones	16	26	23.5	42	39.5	14	28	25.5	42	39.5	12	30	27.5	42	39.5	Restoration of former port relationship (Eastern Factor)	A-2743 3055 / Agt. L.E.Kipp Agt. B.I.Jones
Oct. 28, 1938 and Present (Dec. 15, 1939)	13	26	17.5	39	30.5	13	26	17.5	39	30.5	Voluntary reduction (Eastern Factor)	A-2942 3356 / Agt. L.E.Kipp Agt. B.I.Jones	16	26	17.5	42	33.5	14	28	19.5	42	33.5	12	30	21.5	42	33.5	Voluntary reduction (Eastern Factor)	A-2942 3356 / Agt. L.E.Kipp Agt. B.I.Jones

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I. & S. Docket 4718
Exhibit No. 8
Witness

Statement of rates on GRAIN from representative origins in Western Territory to representative destinations in Central Freight Association and the East showing the equalization of the through rates in the various gateways.

(Rates shown in cents per 100 Pounds)

PART 1. FROM ORIGINS IN NORTHWESTERN TERRITORY.

From Andover S. D. to Toledo, Ohio

Rate Andover to Minneapolis	Rate Minneapolis to Chicago	Rate Ex Northwest Chicago, Ill. to Toledo, O.	Thru Rate Andover to Toledo via Chicago	Rate Andover to Peoria, Ill.	Rate Ex Northwest Peoria to Toledo, O.	Thru Rate Andover to Toledo via Peoria
18.5	13	15.5	47	31.5	15.5	47

From Duane, North Dakota to Toledo, Ohio.

Rate Duane to Minneapolis	Rate Minneapolis to Chicago	Rate Ex Northwest Chicago to Toledo	Thru Rate Duane to Toledo via Chicago	Rate Duane to Peoria	Rate Ex Northwest Peoria to Toledo, O.	Thru Rate Duane to Toledo via Peoria
21	13	15.5	49.5	34	15	49.5

From Andover, S.D., to New York,N.Y.

Rate Andover to Minneapolis	Rate Minneapolis to Chicago	Rate, Reshipping Chicago, Ill. to New York	Thru Rate Andover to New York via Chicago	Rate Andover to Peoria, Ill.	Rate Ex Northwest Peoria, Ill. to New York	Thru Rate Andover to New York via Peoria
18.5	13	26 (Domestic) 23.5 (Export A) 17.5 (Export B)	57.5 55 49	31.5	26 23.5 17.5	57.5 55.5 49

From Duane N. D. to New York

Rate Duane to Minneapolis	Rate Minneapolis to Chicago	Rate, Reshipping Chicago to New York	Thru Rate Duane to New York via Chicago	Rate Duane to Peoria	Rate Ex Northwest Peoria, Ill. to New York	Thru Rate Duane to New York via Peoria
21	13	26 (Domestic) 23.5 (Export A) 17.5 (Export B)	60 57.5 51.5	34	26 (Domestic) 23.5 (Export A) 17.5 (Export B)	60 57.5 51.5

From Harrison, Nebr. to Toledo, Ohio

Rate Harrison, Neb. to Sioux City & Omaha	Rate Sioux City and Omaha to Chicago	Rate Ex T. M. Chicago, Ill. to Toledo, Ohio	Thru Rate Harrison to Toledo via Chicago	Rate Harrison to Peoria	Rate Ex T. M. Peoria to Toledo	Thru Rate Harrison to Toledo via Peoria
27	16	12.5	55.5	41	14.5	55.5

From Concordia, Kan. to Toledo, Ohio

Rate Concordia to Kansas City	Rate Kansas City to Chicago	Rate Ex T. M. Chicago, Ill. to Toledo	Thru Rate Concordia to Toledo via Chicago	Rate Concordia to Peoria	Rate Ex T. M. Peoria, to Toledo	Thru Rate Concordia to Toledo via Peoria	Rate Concordia to St. Louis	Rate Ex T. M. St. Louis to Toledo	Thru Rate Concordia to Toledo via St.L.
16	16	12.5	44.5	30	14.5	44.5	28	16.5	44.5

From Harrison, Nebr. to New York City

Rate Harrison, Neb. to Sioux City & Omaha	Rate Omaha and Sioux City to Chicago	Rate Reshipping Chicago to New York	Thru Rate Harrison to New York via Chicago	Rate Harrison to Peoria	Rate Reshipping Peoria to New York	Thru Rate Harrison to New York via Peoria
27	16	26 (Domestic) 23.5 (Export A) 17.5 (Export B)	69 66.5 60.5	41	28 (Domestic) 25.5 (Export A) 19.5 (Export B)	69 66.5 60.5

From Concordia, Kansas to New York City

Rate Concordia to Kansas City	Rate Kansas City to Chicago	Rate Reshipping Chicago to New York	Thru Rate Concordia to New York via Chicago	Rate Concordia to Peoria	Rate Reshipping Peoria to New York	Thru Rate Concordia to New York via Peoria	Rate Concordia to St.Louis	Rate Reshipping St. Louis to New York	Thru Rate Concordia to New York via St.L.
16	16	26 23.5 17.5	58 55.5 49.5	30	28 (Domestic) 25.5 (Export A) 19.5 (Export B)	58 55.5 49.5	28	30 (Domestic) 27.5 (Export A) 21.5 (Export B)	58 55.5 49.5

Explanation of reference marks.

(A) Applies on Grain other than that shown in reference (B)
(B) Applies only on Barley, Corn, Oats, Rye and Wheat.

Tariff Authorities

Agent B. T. Jones	Tariff 245 G - I.C.C. 3356
Agent B. I. Jones	Tariff 535 A - I.C.C 3300
Agent L. E. Kipp's	Tariff 332 B - I.C.C.A2942
C.B.&Q. RR.	Tariff 1800 N - I.C.C.19146
C.B.&Q. RR.	Tariff 5400 O - I.C.C.19446
C.& E.V. RY.	Tariff 17041B - I.C.C.10751
C.NW.ST.P&F.RR.	Tariff 17000D - I.C.C.B7050

I.C.C. Docket 4718
Exhibit No. 9
Witness

Statement

Showing All Rail Rates on Grain from LaSalle, Morris, Ottawa and Seneca, Illinois, to representative destinations in Central Freight Association Territory, Also to Baltimore, Md., New York, N.Y. and Boston, Mass, Compared with Barge-Rail Rates via Chicago, Illinois.

(Rates in Cents per 100 pounds)

From LaSalle, Illinois / TO		All Rail	Barge - Rail		
		Standard All-Rail Joint Thru Rate	Barge Rate to Chicago	Reshipping Rate beyond	Thru Rate
Baltimore	Md.				
Export		(A) 34	4 1/8	22	26 1/8
		(B) 28	4 1/8	16	20 1/8
Domestic		35	4 1/8	23	29 1/8
New York	N.Y.				
Export		(A) 35½	4 1/8	23½	27 5/8
		(B) 29½	4 1/8	17½	21 5/8
Domestic		38	4 1/8	26	30 1/8
Boston	Mass.				
Export		(A) 35½	4/1/8	23½	27 5/8
		(B) 29½	4 1/8	17½	21 5/8
Domestic		40	4 1/8	28	32 1/8
Buffalo	N.Y.	32	4 1/8	20	24 1/8
Cincinnati	Ohio	20	4 1/8	13½	17 5/8
Cleveland	Ohio	31	4 1/8	19	23 1/8
Columbus	Ohio	31	4 1/8	19	23 1/8
Detroit	Mich.	27	4 1/8	15	19 1/8
Fort Wayne	Ind.	26	4 1/8	14	18 1/8
Indianapolis	Ind.	19	4 1/8	12	16 1/8
Pittsburgh	Pa.	32	4 1/8	20	24 1/8
Port Huron	Mich.	27	4 1/8	15	19 1/8
Toledo	Ohio	27	4 1/8	15	19 1/8
Wheeling	W. Va.	32	4 1/8	20	24 1/8

(Rates in Cents per 100 pounds)

From: Morris and Seneca, Illinois / TO		All Rail	Barge - Rail		
		Standard All-Rail Joint Thru Rate	Barge Rate to Chicago	Reshipping Rate beyond	Thru Rate
Baltimore	Md.				
Export		(A) 31½	4 1/8	22	26 1/8
		(B) 25½	4 1/8	16	20 1/8
Domestic		32½	4 1/8	23	27 1/8
New York	N.Y.				
Export		(A) 33	4 1/8	23½	27 5/8
		(B) 27	4 1/8	17½	21 5/8
Domestic		35½	4 1/8	26	30 1/8
Boston	Mass.				
Export		(A) 33	4 1/8	23½	27 5/8
		(B) 27	4 1/8	17½	21 5/8
Domestic		37½	4 1/8	28	32 1/8
Buffalo	N. Y.	29½	4 1/8	20	24 1/8
Cincinnati	Ohio	23	4 1/8	13½	17 5/8
Cleveland,	Ohio	28½	4 1/8	19	23 1/8
Columbus	Ohio	28½	4 1/8	19	23 1/8
Detroit	Mich.	24½	4 1/8	15	19 1/8
Fort Wayne	Ind.	23½	4 1/8	14	18 1/8
Indianapolis	Ind.	21½	4 1/8	12	16 1/8
Pittsburgh	Pa.	29½	4 1/8	20	24 1/8
Port Huron	Mich.	24½	4 1/8	15	19 1/8
Toledo	Ohio	24½	4 1/8	15	19 1/8
Wheeling	W. Va.	29½	4 1/8	20	24 1/8

Explanation of reference marks.

(A) Applicable on grain other than that shown in reference Circle(B) below.

(B) Applicable only on Barley, Corn, Oats, Rye and Wheat.

Tariff Authorities

Agent	B. T. Jones	Tariff	245 G	I.C.C.	335
"	" " "	"	535 A	"	3300
"	" " "	"	100	"	3335
"	L. E. Kipp's	"	68 N	"	A 2852
	N.Y.C. R.R.	"	643-B	"	LS 1939
	I.C. R.R.	"	1537-K	"	A 11148
	I.C. R.R.	"	1809-O	"	A 11100
	C.B.&Q. R.R.	"	1346 R	"	19265
	C.B.&Q. R.R.	"	6786 L	"	19318
	C.R.I.&P. Ry.	"	34560 B	"	C 12847

I. & S. Docket 4718
Exhibit No. 10
Witness Loomis

Statement

Showing Local, Ex-Northwest, Ex-Trans-Mississippi and Reshipping rates on Grain, C/L., from Chicago, Peoria, Illinois and St. Louis, Mo., to representative Central Freight Association destinations.

From Chicago, Ill. / To		Trans-Mississippi River (See Notes 20 and 50)	North-West (See Note 40)	Reshipping (See Note 45)	Local
		Grain (See Note 5)	Grain (See Note 5)	Grain (See Note 5)	Grain (See Note 5)
		Carload Rates in Cents per 100 Pounds			
Buffalo	N. Y.	18.5	21.5	20	28.5
Cadillac	Mich.	17	17	19	20.5
Cheboygan	"	20	20	23	25.0
Cincinnati	Ohio	12.5	15.5	13.5	20.5
Cleveland	"	15.5	18.5	19	20.0
Columbus	"	13.5	16.5	19	20.0
Dayton	"	12.5	15.5	14	20.0
Detroit	Mich.	12.5	15.5	15	17.0
Ft. Wayne	Ind.	11.5	14.5	14	17.0
Grand Rapids	Mich.	13	13	15	17.0
Indianapolis	Ind.	11.5	14.5	12	17.0
Kalamazoo	Mich.	11.5	14.5	15	17.0
Lafayette	Ind.	10.5	13.5	12	15.0
Lansing	Mich.	14	14	15	17.0
Lima	Ohio	12.5	15.5	14	17.0
Muncie	Ind.	11.5	14.5	13	17.0
Pittsburgh	Pa.	18.5	21.5	20	28.5
Port Huron	Mich.	16	16	15	17.0
Seymour	Ind.	14	15.5	13	20.0
Terre Haute	Ind.	13	14.5	12	15.0
Toledo	Ohio	12.5	15.5	15	17.0
Wheeling	W.Va.	18.5	21.5	20	28.5
Zanesville	Ohio	16.5	19.5	19	25.0

EXPLANATION OF NOTES

Note 5

LIST OF COMMODITIES TAKING GRAIN RATES, ALSO MINIMUM CARLOAD WEIGHTS

Where reference is made to this Note, rates apply on the following commodities in carloads.

Commodity	Minimum Carload Weights in Pounds
Barley Buckwheat Corn	In straight or mixed carloads, minimum weight marked capacity of car (subject to Notes A, B, C, D, E, F, I, J, K and L, page 76) except as provided by " (25) " shown below
Corn, pop, on the ear, or when in bags, barrels, baskets (with solid woodon tops, securely fastened), boxes or in bulk, shelled	Minimum weight 40,000 pounds.
Feterita Feterita Screenings Kaffir Corn	In straight or mixed carloads, minimum weight marked capacity of car (subject to Notes A, B, C, D, E, F, I, J, K and L, page 75), except as provided by " (25) " shown below.
Malt Malt Skimmings	40,000
Milo Maize Oats Rye Screenings, grain (other than ground) Screenings, soya bean (other than ground) Soy Beans (Soja or Soya) Spelts Wheat	In straight or mixed carloads, minimum weight marked capacity of car (subject to Notes A, B, C, D, E, F, I, J, K and L, page 75), except as provided by " (25) " shown below.

(25) ON OATS, EAR CORN, SNAPPED CORN, CORN IN THE SHUCK, UNTHRESHED FETERITA, UNTHRESHED KAFFIR CORN OR UNTHRESHED MILO MAIZE, straight or mixed carloads, minimum weight 80 per cent of marked capacity of car (subject to Notes A, B, C, D, E, F, I, J, K and L, page 75).

List No. 1 - Same as Note 5

From Peoria, Illinois / TO		Trans-Mississippi River (See Note 20)	North-West (See Note 40)	Reshipping (See note 45)	Local
		Grain. (See Note 5)	Grain (See Note 5)	Grain (See Note 5)	Grain (See List No.1)
		Carload Rates in Cents per 100 Pounds			
Buffalo	N. Y.	20.5	21.5	22	32
Cadillac	Mich.	20	-	22	25
Cheboygan	Mich.	23	-	25	33
Cincinnati	Ohio	14.5	15.5	14	18
Cleveland	Ohio	17.5	18.5	20	22
Columbus	Ohio	15.5	16.5	20	22.5
Dayton	Ohio	14.5	15.5	14	20
Detroit	Mich.	14.5	15.5	16	22
Ft. Wayne	Ind.	13.5	14.5	14	20
Grand Rapids	Mich.	15	-	16	22
Indianapolis	Ind.	13.5	14.5	12	17
Kalamazoo	Mich.	13.5	-	16	22
Lafayette	Ind.	12.5	13.5	12	15
Lansing	Mich.	16	-	16	22
Lima	Ohio	14.5	15.5	14	20
Muncie	Ind.	13.5	14.5	14	18
Pittsburgh	Pa.	20.5	21.5	22	32
Port Huron	Mich.	18	-	17	22
Seymour	Ind.	14	15.5	14	18
Terre Haute	Ind.	13	14.5	12	15
Toledo	Ohio	14.5	15.5	16	22
Wheeling	W. Va.	20.5	21.5	22	32
Zanesville	Ohio	18.5	19.5	20	26

From St. Louis Mo. / To		See Note 25 and Reference Mark (110)	See Note 25 and Reference Mark (111)	
		Grain (See Note 5)	Grain (See Note 5)	Local
		Carload Rates in Cents per 100 Pounds.		
Buffalo	N.Y.	24	22.5	32
Cadillac	Mich.	25.5	23	30
Cheboygan	Mich.	30	26	36
Cincinnati	Ohio	(116) (118) 20 (116) (119) 15.5	(116) (118) 20 (116) (119) 16.5	20
Cleveland	Ohio	18	19.5	24
Columbus	Ohio	18	17.5	22
Dayton	Ohio	17	16.5	22
Detroit	Mich.	16	16.5	22
Ft. Wayne	Ind.	16	15.5	20
Grand Rapids	Mich.	16	18	22
Indianapolis	Ind.	13	15.5	17
Kalamazoo	Mich.	16	15.5	22
Lafayette	Ind.	14	14.5	17
Lansing	Mich.	16	18	22
Lima	Ohio	16	16.5	22
Muncie	Ind.	16	15.5	19
Pittsburgh	Pa.	24	22.5	32
Port Huron	Mich.	19	20	24
Seymour	Ind.	14	15	17
Terre Haute	Ind.	12	13	15
Toledo	Ohio	16	16.5	22
Wheeling	W.Va.	24	24.5	32
Zanesville	Ohio	20	20.5	26

EXPLANATION OF NOTES

NOTE A. -- Actual weight will apply in the following cases:

(a) When grain is loaded at point of origin to within 24 inches of roof, at side walls of car, for the purpose of Federal, State or Official Grain Exchange inspection.

(b) When grain is loaded to proper grain line of cars so marked.

(c) When car is loaded to full space capacity.

When any of the provisions of this Note are applicable, notation to that effect should be inserted in the bill of lading by shipper or agent of the carrier, but failure to make such notation shall not prevent the application of the terms of this Note upon presentation of suitable proof. Such notation should be specific, and indicate on which of the three grounds herein specified actual weights should be protected.

INSTRUCTIONS TO AGENTS:

THE SPECIAL ATTENTION OF AGENTS AT SHIPPING POINTS IS DIRECTED TO THE IMPORTANCE OF MAKING PROPER NOTATION ON BILLS OF LADING AND WAY-BILLS.

NOTE B. -- When grain in transit is transferred from one car to another (either direct or through elevators), the minimum carload weight applicable to the shipment prior to transfer will also apply after transfer.

This rule applies only in cases of car to car transfers, either direct or through elevator, and is not applicable at rate breaking points unless the tariffs of carriers into and out of such rate breaking points both contain this rule.

NOTE C. -- (a) Except as noted in paragraph (b) of this Note:

When carrier cannot furnish car of capacity ordered by shipper and for its own convenience furnishes a car of greater capacity than the one ordered, such car may be used on the basis of the minimum carload weight applicable to the car ordered by shipper, but in no case less than actual weight; the capacity of car ordered, number and the date of the order must be shown in each instance upon the bill of lading and carrier's way-bill.

(b) When shipper orders for bulk grain loading a car of marked capacity less than 60,000 pounds and carrier furnishes and shipper uses a car of greater capacity than ordered, the minimum carload weight on grain as per NOTE 5, page 71 (except on oats, ear corn, pop corn, snapped corn, corn in the shuck, unthreshed feterita, unthreshed kaffir corn or unthreshed milo maize), will be 60,000 pounds, but not greater than the marked capacity of car furnished; and the minimum weight on oats, ear corn, snapped corn, corn in the shuck, unthreshed feterita, unthreshed kaffir corn, or unthreshed milo maize, will be 48,000 pounds but not greater than 80 per cent of the marked capacity of car furnished.

NOTE D. -- OVERLOADED CARS. -- When cars are overloaded by shippers, carriers may transfer the lading, for which transfer a charge of 1 cent per bushel will be assessed, in addition to any switching charges which may be necessary in accomplishing the transfer.

In applying this Note, a car is to be considered overloaded only when the actual net weight of the shipment (including weight of grain doors and cooperage material), exceeds the load limit stenciled on the car. (C.F.A. Inf. 18765).

NOTE E. -- In no case willthe minimum weight be less than 40,000 pounds, except as provided in Note F. (This Note takes precedence over Notes A, B, C and D).

NOTE F. -- CLEAN-OUT RULE.- During each calendar year for the purpose of cleaning out elevators and grain houses, one carload of Soya Beans or of each kind of Grain or Seeds or of a mixture of the different kinds of Grain may be shipped subject to a minimum weight of 30,000 pounds per car used from each elevator or grain house served directly by the rails of the carriers. Shipments as provided in this note are subject to the provisions of Note L, below. (C.F.A. Inf. 25818).

NOTE I. -- MIXED CARLOADS OF GRAIN. -- When commodities not subject to " (25) " (Note 5, Page 71), are shipped in mixed carloads with commodities subject to " (25) " (Note 5, page 71), the minimum weights provided for commodities not subject to " (25) " (Note 5, page 71), will apply to the entire carload.

NOTE J. -- MIXED CARLOADS OF GRAIN, GRAIN PRODUCTS AND BY-PRODUCTS OF GRAIN. -- When commodities covered by lists of Grain Products and By-Products of Grain (Notes 10 and 15, pages 72 to 74) are shipped in mixed carloads with commodities covered by list of Grains (Note 5, page 71), the minimum carload weights on Grain Products and By-Products of Grain (Notes 10 and 15, pages 72 to 74), will apply to the entire carload, provided the total weight of commodities covered by list of Grains (Note 5, page 71), does not exceed 50 per cent of the total weight loaded in the car.

IF THE WEIGHT OF COMMODITIES COVERED BY LIST OF GRAINS (Note 5, page 71), exceeds 50 per cent of the total weight loaded in the car, the minimum weights provided for articles covered by list of Grains (Note 5, page 71), will apply to the entire carload; except that if the grain loaded consists wholly of articles covered by " (25) " (Note 5, page 71), the minimum weights provided for articles covered by " (25) " (Note 5, page 71,) will apply to the entire carload.

NOTE K. -- MIXED CARLOADS OF FLOUR, GRAIN PRODUCTS AND BY-PRODUCTS OF GRAIN. -- On mixed carloads of Flour, Grain Products and/or By-Products of Grain listed in Notes 10, 12 and 15, pages 72 to 74, originating in territories described in Notes 20, 25, 27, 34, 36, 40 and 50, pages 76 to 83, and 87, the flour rates named will be applied on the actual weight of the Flour; the rate on the Grain Products will be applied on the actual weight of the Grain Products, and the rate on the By-Products of Grain will be applied on the actual weight of the By-Products of Grain, and if the actual weight of the Flour, Grain Products and/or By-Products of Grain is less than the governing minimum carload weight, the deficiency in weight shall be charged for on basis of the highest rated article in the mixed carload.

NOTE L. -- When mixed shipments of Grain (see Note 5, page 71), Grain Products (see Note 10, pages 72 and 73), or Grain By-Products (see Note 15, page 74) are offered for shipment all or all but one of the several articles must be in sacks or packages, or separated one from another by bulkheads or partitions in the following manner, AND AT THE OWNER'S RISK OF MIXING, viz.:

(a) The bulkheads or partitions may consist of one or more of the articles in sacks or packages, piled in such a manner as to form a substantial barrier between the several articles in the mixture.

(b) The bulkheads or partitions may consist of wood, but the installation (including cost of wooden material) and removal of such bulkheads or partitions must be done by and at the expense of the owner or shipper.

EXPLANATION OF REFERENCE MARKS

(110) Applies ONLY on traffic originating in the States of Illinois, Indiana, Iowa (points shown in Note D below), Louisiana, Mississippi, Missouri (points shown in Note E below) and that portion of the States of Kentucky and Tennessee lying west of the Tennessee River.

(111) Will NOT apply on traffic originating in the States of Illinois, Indiana, Iowa (points shown in Note D below), Louisiana, Mississippi, Missouri (points shown in Note E below) and that portion of the States of Kentucky and Tennessee lying west of the Tennessee River.

NOTE D. -- IOWA -- Stations as follows:

Becks	Davenport	Kookuk	Pleasant	West Keithsburg
Bellevue	Dubuque	LeClaire	Valley	Wever
Bettendorf	Elk River Jct.	Linwood	Princeton	
Brioker	Fairport	Lyons	Sabula	
Buffalo	Folletts	Montpelier	Sandusky	
Bullard	Ft. Madison	Montrose	Shaffton	
Burlington	Galland	Mooar	Shopton	
Camanche	Gordon's Ferry	Muscatine	Spring Grove	
Cascade (Des	Green Island	Patterson	Tile Works	
Moines Co.)	Hurst's Mill Spur	Pleasant	Viele	
Clinton	Kemper	Creek	West Burlington	

NOTE E. -- MISSOURI -- Stations as follows:

Alexandria	Gregory	La Grange	Munger's Switch	West Quincy
Ashburn	Hannibal	Lamb	Reading	White Rock
Busch	Helton	La Motte	Riverland	
Canton	Huiskamp	Louisiana	St. Louis	
Fenway	Ilasco Jct.	Mark	Saverton	

(116) Applies only from Alton, Ill. (see Note B, below), Carondelet, Mo., East St. Louis, Ill, Hannibal, Mo., and St. Louis, Mo. (see Note C, below) on Grain originating beyond which is reconsigned at East St. Louis or Alton, Ill., or St. Louis, Mo., or which moves on through consignment; also applies via B&ORR (W), from Ashland and Beardstown, Ill., on shipments originating in Trans-Mississippi River Territory, as described in Note 20, on pages 76 and 77.

This rate does not include elevation, switching or other terminal charges at Alton, Ill., or St. Louis, Mo.

To secure advantage of this proportional rate, shippers must surrender expense bills representative of the Grain as follows: Corn expense bills for corn; wheat expense bills for wheat; oats expense bills for oats; except that shipments consisting of unlike grains will be billed as a mixture, and tonnage in kind surrendered in proportion to its ingredients. Expense bills will not be honored for application under the foregoing rule, after twelve (12) months from the date thereof. Expense bills, when used to secure advantage of this rate, shall be taken up and cancelled by the Agent or Commercial Agent. Rates will also apply on through shipments, originating at points on connecting lines, from which no through rates are published, when received direct from connecting lines, consigned through.

Explanation of Reference Marks - Continued

NOTE. -- Where a shipment is reconsigned on tracks at St. Louis, Mo., or East St. Louis, Ill., and the inbound carrier shows in their transfer billing to Eastern Lines, point of shipment, such shipment will be accorded the reshipping rate, without the surrender of expense bills; however, should transfer billing not show point of origin, then the local rate is to be applied.

(118) Applies via ICRR only.

(119) Will not apply via ICRR.

Tariff Authorities

Agent	B.	T.	Jones,	Tariff	100,	ICC No.	3335
"	"	"	"	"	535-A,	" "	3200
"	"	"	"	"	401-H,	" "	2976
NYC RR	Tariff	643-B, ICC L S No. 1939					
NYC RR	"	1370-D (CCC & St.L.) ICC No. 8855.					

I.& S. Docket 4718.
EXHIBIT NO. 11
WITNESS -

Showing

Showing short line distances, present local rates on Grain, carload, present published 1st and 6th Class rates and percentage ratio local Grain rate of 1st Class, from Chicago, Ill. to C.F.A., Trunk Line and New England Territories, also Grain rates carload (Docket 17000-7) Col's.7 and 10 in W.T.L. and S.W.L. territories for distances shown in Column 2 and percentage ratio same are of 1st class rates shown under Column 5.

(Rates in cents per one hundred pounds)

Column 1	2	3	4	5	6	7	8	9	10	11	12
To	Short Line Distances (Docket 15879 formula 164 ICC 314	Present Local Rate on Grain	Present Sixth Class Rate	Published Present First Class Rate	Percentage Present Rate on Grain is of First Class Rate (Column 5)	WTL Scale On Grain,C.L. (Note 1) increased under Ex Parte 123	First Class Scale (docket 15879 Formula) increased under Ex Parte 123	Percentage WTL Scale (Column 7) is of First Class Scale (Column 8)	SWL Scale On Grain,C.L. (Note 1) increased under Ex Parte 123	First Class Scale (docket 15879 Formula) increased under Ex Parte 123	Percentage SWL Scale (Column 10) is of First Class Scale (Column 11)
Baltimore, Md.	767		42	154		38	157	24.2	41	157	26.1
Export (		(A) 30.5			19.8						
(		(B) 24.5			15.9						
Domestic		31.5			20.5						
New York City, N.Y.	890		46	167		41	171	24.0	46	171	26.9
Export (		(A) 32.0			19.2						
(		(B) 26.0			15.6						
Domestic		34.5			20.7						
Boston, Mass.	973		46	169		45	179	25.1	49	179	27.4
Export (		(A) 32.0			18.9						
(		(B) 26.0			15.4						
Domestic		36.5			21.6						
Battle Creek, Mich.	156	17.0	20	74	23.0	16	74	21.6	17	74	23.0
Buffalo, N.Y.	498	28.5	33	121	23.6	28	122	23.0	31	122	25.4
Cincinnati, Ohio	283	20.5	26	96	21.4	21	96	21.9	23	96	24.0
Cleveland, Ohio	332	20.0	28	101	19.8	23	101	22.8	25	101	24.8
Columbus, Ohio	295	20.0	26	96	20.8	22	96	22.9	24	96	25.0
Detroit, Mich.	267	17.0	25	92	18.5	20	92	21.7	22	92	23.9
Fort Wayne, Ind.	148	17.0	20	73	23.3	15	73	20.5	16	73	21.9
Indianapolis, Ind.	181	17.0	22	79	21.5	17	79	21.5	18	79	22.8
Kalamazoo, Mich.	137	17.0	19	70	24.3	15	70	21.4	16	70	22.9
Pittsburgh, Pa.	454	28.5	32	117	24.4	27	117	23.1	30	117	25.6
Port Huron, Mich.	315	17.0	27	98	17.3	22	98	22.4	24	98	24.5
Toledo, Ohio	231	17.0	24	87	19.5	19	87	21.8	21	87	24.1
Wheeling, W.Va.	417	28.5	31	111	25.7	25	111	22.5	28	111	25.2

Tariff Authorities

Agent B.T. Jones' 245-G, ICC 3356.
Agent B.T. Jones' 483, ICC 2447.
Agent B.T. Jones' 490-A, ICC 2767.
Agent B.T. Jones' 535-A, ICC 3300.

Explanation of Note And Reference Marks

Note 1 - Docket 17000, Part 7 (173 ICC 511).
(A) - Applicable on grain other than that shown in reference Note B.
(B) - Applicable only on Barley, Corn, Oats, Rye and Wheat.

I.& S. Docket 4718
EXHIBIT No. 12
WITNESS J. ...

STATEMENT SHOWING ORIGIN POINTS OF 792 CARS OF CORN MOVING TO CHICAGO AT TRUCK AND BARGE COMPETITIVE RATES DURING THE PERIOD: MAY 1ST TO NOVEMBER 30TH, 1939, ACCORDED MILLING IN TRANSIT PRIVILEGES AND VARIOUS CORN PRODUCTS REFORWARDED TO DESTINATIONS EAST OF CHICAGO BY RAIL.

ORIGIN POINT		ROAD	LOCAL STATE RATE	NORMAL RATE	NUMBER OF CARS
Agnew,	Ill.	C&NW	12½¢	13¢	1
Altrar,	"	NYC	8¢	12¢	1
Arbov,	"	IC	10½¢	12¢	1
Ancona,	"	AT&SFe	8¢	12¢	4
Andres,	"	CMStP&P	6¢	8½¢	33
Arlington,	"	CB&Q	9½¢	12¢	2
Ashkum,	Ill.	IC	8½¢	11¢	3
Ashton,	"	C&NW	10½¢	11½¢	3
Baker,	"	CB&Q	8¢	10½¢	7
Ballou,	"	Wabash	6¢	9½¢	1
Beecher,	"	C&EI	6¢	8½¢	7
Belshar,	Ind.	NYC	6¢	8½¢	1
Big Rock,	Ill.	CB&Q	8¢	9½¢	2
Blackstone,	"	Alton	6½¢	10¢	2
Blair,	"	NYC	6¢	10¢	1
Brayson,	"	C&NW	8½¢	11¢	1
Bristol,	Ill.	CB&Q	7½¢	9½¢	4
Brock,	"	CMStP&P	6¢	8½¢	6
Buckingham,	"	IC	7¢	10½¢	2
Bude,	"	C&NW	11¢	12¢	1
Burgess Junction,	"	CB&Q	7½¢	9½¢	11
Burnett,	"	CB&Q	11½¢	12¢	2
Cabery,	"	IC	8¢	11½¢	5
Cayuga,	"	Alton	8¢	10½¢	3
Champlin,	"	Wabash	10½¢	12¢	1
Chana,	"	CB&Q	10½¢	11¢	3
Charlotte,	Ill.	IC	10¢	12¢	6
Chase,	"	CMStP&P	8½¢	9½¢	1
Chatsworth,	"	IC	6½¢	9¢	1
Cherry,	"	CMStP&P	9½¢	12¢	4
Clare,	"	CGT	9¢	9½¢	1
Clifton,	"	IC	7½¢	9½¢	5
Creston,	"	C&NW	9½¢	10½¢	8
Crete,	"	C&EI	5½¢	8½¢	1
Cullom,	"	IC	9¢	12¢	17
Dana,	"	AT&SFe	9½¢	12¢	6
Danforth,	Ill.	IC	9½¢	12¢	1
DeKalb,	"	C&NW	9¢	9½¢	1
Dimmick,	"	IC	8½¢	11¢	1
Earlville,	"	C&NW	8½¢	10½¢	4
Earlville,	"	CB&Q	8½¢	10½¢	3
Elburn,	"	IC	10½¢	12¢	4
Elbridge Siding,	"	NYC	6¢	8½¢	1
Elwood,	"	Alton	8½¢	8½¢	9
Esmond,	"	CGT	9½¢	10½¢	1

ORIGIN POINT		ROAD	LOCAL STATE RATE	NORMAL RATE	NUMBER OF CARS
Essex,	Ill.	Wabash	6¢	10¢	2
Evans,	"	Alton	8½¢	12¢	7
Exline,	"	NYC	6¢	8⅓¢	1
Eylar,	"	IC	9¢	12¢	1
Flag Center,	"	CB&Q	10¢	10½¢	7
Flag Center,	"	CMStP&P	10¢	10½¢	1
Flagg,	"	C&NW	10¢	10½¢	3
Flanagan,	"	IC	11½¢	11¢	13
Frankfort,	"	MC	5¢	8½¢	1
Franklin Grove,	"	C&NW	10½¢	12¢	1
Garfield,	Ill.	Alton	8¢	12¢	6
Goodenow,	"	C&EI	6¢	8⅓¢	4
Grand Ridge,	"	CB&Q	6½¢	10	9
Grant Park,	"	C&EI	6¢	8½¢	8
Graymont,	"	IC	11¢	10¢	12
Green Oak,	"	CB&Q	10¢	12¢	2
Hahneman,	"	C&NW	10½¢	12¢	3
Henkel,	"	IC	9½¢	11¢	1
Hinckley,	"	CB&Q	8½¢	9½¢	6
Indian Oaks,	"	IC	6¢	8½¢	8
Irene,	Ill.	IC	10¢	10½¢	1
Joliet,	"	Alton	5¢	8⅓¢	6
Joliet,	"	CRI&P	5¢	8⅓¢	2
Kankakee,	"	IC	6¢	8⅓¢	6
Kankakee,	"	NYC	6¢	8⅓¢	10
Kasbeer,	"	CB&Q	10½¢	12¢	3
Kempton,	"	IC	6½¢	12¢	4
Kernan,	"	ATSFe	7¢	10¢	5
Leidy,	"	CB&Q	9½¢	12¢	6
LeMoille,	"	CB&Q	10¢	12¢	2
Lemley,	Ill.	C&NW	10½¢	12¢	3
LaRose,	"	Alton	8½¢	12¢	4
LaSalle,	"	CRI&P	9¢	12¢	2
Lee,	"	CB&Q	9¢	10½¢	4
Leeds,	"	AT&SFe	8½¢	12¢	4
Leland,	"	CB&Q	8½¢	10¢	6
Leonore,	"	CB&Q	8¢	12¢	2
Ledemia,	"	Wabash	10½¢	12¢	1
Long Point,	"	ATSFe	8½¢	12¢	5
Lostant,	Ill.	NYC	8½¢	12¢	3
Lostant,	"	IC	8½¢	12¢	8
Low Point,	"	Alton	10½¢	12¢	2
McDowell,	"	Wabash	10½¢	12¢	6
McNabb,	"	NYC	9¢	12¢	1
Malden,	"	CB&Q	9½¢	12¢	2
Malta,	"	C&NW	9¢	10¢	3
Manhattan,	"	CMStP&P	6¢	8½¢	5
Manhattan,	"	Wabash	6¢	8½¢	2
Manlius,	"	C&NW	10½¢	12¢	16
Manteno,	"	IC	6¢	8½¢	16
Martinton,	"	C&EI	7½¢	12¢	6
Marseta,	"	CB&Q	9¢	11¢	10

ORIGIN POINT		ROAD	LOCAL STATE RATE	NORMAL RATE	NUMBER OF CARS
Meriden,	Ill.	CB&Q	8½¢	11¢	8
Millbrook,	"	CB&Q	6½¢	9½¢	1
Millington,	"	CB&Q	7¢	9½¢	7
Missal,	"	NYC	7¢	10¢	3
Morence,	"	C&EI	6¢	8½¢	3
Monee,	"	IC	5½¢	8	11
Monroe Center,	"	CMStP&P	10¢	10½¢	3
Moor,	"	AT&SFe	7½¢	12¢	1
Naperville,	Ill.	CB&Q	6¢	8½¢	2
Neponset,	"	CB&Q	11½¢	12¢	2
Normandy,	"	C&NW	10½¢	12¢	13
North Aurora,	"	C&NW	6¢	8½¢	1
No.Hayden,	Ind.	NYC	6¢	8½¢	6
No.Hooper,	Ill.	CMStP&P	8¢	10¢	2
Ocove,	"	Alton	10¢	12¢	2
Odell,	"	Alton	7¢	10½¢	15
Ohio,	"	CB&Q	10½¢	12¢	2
Oregon,	Ill.	CB&Q	11¢	12¢	2
Oswego,	"	CB&Q	6¢	8½¢	3
Papineau,	"	C&EI	7¢	10½¢	1
Pam Pam,	"	CB&Q	6½¢	10½¢	3
Peotone,	"	IC	6¢	8½¢	13
Peterstown,	"	CMStP&P	9¢	11¢	3
Pittwood,	"	C&EI	8½¢	12¢	4
Plano,	"	CB&Q	6¢	9½¢	9
Polk,	"	CMStP&P	6¢	8½¢	1
Pontiac,	"	Wabash	9½¢	12¢	2
Princeton,	Ill.	CB&Q	10¢	12¢	8
Puddick,	"	NYC	6¢	10¢	2
Richards,	"	CB&Q	7¢	10¢	3
Rochelle,	"	CB&Q	10¢	10½¢	2
Rollo,	"	C&NW	8½¢	10¢	5
Romeo,	"	AT&SFe	5¢	8½¢	3
Rutland,	"	IC	8½¢	12¢	5
St.Anne,	"	C&EI	6½¢	10¢	1
Sandwich,	"	CB&Q	8¢	9½¢	4
Scarboro,	"	CMStP&P	9½¢	10½¢	4
Schneider,	Ind.	NYC	6¢	8½¢	3
Seatonville,	Ill.	C&NW	9½¢	12¢	6
Serena,	"	CB&Q	7½¢	9½¢	16
Shabbona,	"	CB&Q	8½¢	10¢	9
Shaws,	"	CB&Q	10¢	12¢	2
Sheffield,	"	CRI&P	11¢	12¢	24
Sheridan,	"	CB&Q	7½¢	9½¢	5
Sollitt,	"	C&EI	6¢	8½¢	2
Sonoma,	"	CB&Q	8¢	9½¢	3
Spencer,	"	WC	5¢	8½¢	2
Standard,	"	CMStP&P	9¢	12¢	2
Sterling,	"	CB&Q	11½¢	13¢	3
Steward,	"	CB&Q	9½¢	10½¢	2
Steward Junction,	"	CMStP&P	9½¢	10½¢	4

ORIGIN POINT		ROAD	REDUCED RATE	NORMAL RATE	NUMBER OF CARS
Streator,	Ill.	AT&SFe	7¢	12¢	1
Sublette,	"	IC	10¢	12¢	1
Sugar Grove,	"	CB&Q	7½¢	8½¢	16
Swygert,	"	IC	9½¢	12¢	4
Symerton,	"	Wabash	6¢	9½¢	2
Tallmadge,	"	CMStP&P	6½¢	10¢	3
Tinley Park,	"	CRI&P	5¢	7½¢	1
Toluca,	"	AT&SFe	8½¢	12¢	3
Tonica,	"	IC	8½¢	12¢	3
Triumph,	Ill.	C&NW	6½¢	11¢	2
Troxel,	"	CMStP&P	8½¢	9½¢	1
Troy Grove,	"	C&NW	8½¢	11¢	3
Union Hill,	"	NYC	6¢	10¢	1
Van Orin,	"	CB&Q	10¢	12¢	3
Van Petten,	"	C&NW	10½¢	12¢	4
Varna,	"	Alton	8½¢	12¢	4
Virgil,	"	CGW	8½¢	9½¢	1
Walnut,	"	CB&Q	10½¢	12¢	2
Washburn,	Ill.	Alton	9½¢	12¢	5
Waterman,	"	CB&Q	8½¢	10¢	3
Wedron,	"	CB&Q	7¢	10¢	7
Welland,	"	CMStP&P	9¢	11¢	1
Wendell,	"	CB&Q	9½¢	11½¢	7
Wenona,	"	Alton	8½¢	12¢	2
West Brooklyn,	"	CB&Q	9½¢	11¢	1
Whitaker,	Ill.	CMStP&P	6¢	8½¢	10
Wilman,	"	CB&Q	8¢	12¢	1
Wilton,	"	CMStP&P	6¢	8½¢	13
Wyanet,	"	CRI&P	10½¢	12¢	1
Yeager,	"	CMStP&P	0¢	8½¢	2
Yorkville,	"	CB&Q	6½¢	9½¢	3
Zearing,	"	CB&Q	9½¢	12¢	3

I.& S. Docket 4718
Exhibit No. 13
Witness Aperry

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GRAIN PROPORTIONALS EX-BARGE TO
OFFICIAL TERRITORY

- - - - -

RATES IN CENTS PER 100 POUNDS TO CHICAGO, ILL. ON CORN

FROM STATIONS IN ILLINOIS AND INDIANA

WHICH APPLY WITHOUT TRANSIT PRIVILEGE;

ALSO, INTERSTATE RATES AND SPECIFICS TO CHICAGO ON GRAIN

AND DISTANCES IN MILES TO CHICAGO

FROM THE SAME STATIONS

TO Chicago, Ill. FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN INTERSTATE	GRAIN # SPECIFIC
Willow Springs	18	5	7½	8½
Lemont	25	5	7½	8½
Lockport	33	5	8	8½
Joliet	37	5	8½	8½
Plaines	42	5½	8½	8½
Millsdale	46	5½	8½	8½
Blodgett	50	5½	9	9½
Lorenzo	53	5½	9½	9½
Pequot	57	5½	9½	9½
Coal City	58	5½	9½	9½
Elwood	46	5½	8½	8½
Prairie Creek	50	5½	9½	9½
Wilmington	53	5½	9½	9½
Braidwood	57	5½	9½	9½
Braceville	61	5½	9½	9½
Mazonia	63	5½	10	10
Gardner	65	5½	10	10
Twight	74	6	10	10
Nevada	80	6	10	10
McGowan Crossing	84	6	10	10
Blackstone	88	6½	10	10
Smithdale	92	7	10	10
Streator	96	7	12	12
Munster	100	7½	12	12
Garfield	104	8	12	12
Wenona	109	8½	12	12
Evans	112	8½	12	12
Custer	115	8½	12	12
Varna	118	8½	12	12
La Rose	122	8½	12	12
Washburn	128	9½	12	12
Low Point	131	10½	12	12
Cazenovia	133	11½	12	12
Odell	82	7	10½	10½
Cayuga	87	8	10½	10½
Pontiac	92	9½	12	12
Reformatory	93	10	12	12
Ocoya	98	10	12	12

Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TARIFF AUTHORITY.

Alton R.R.....Ill. C.C. No. 122, I.C.C. No. 208 (Rates)
Ill. C.C. No. 53, I.C.C. No. 89 (Mileages)

A.T.&.S.F. RY.

To Chicago, Ill. From (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN LOCAL INTERSTATE	GRAIN # SPECIFIC
Willow Springs....	18	5	8	8½
Santa Fe Park.....	19	5	8	8½
Palisades.....	21	5	8½	8½
Lemont.....	26	5	8½	8½
Romeo.....	30	5	8½	8½
Lockport.....	33	5	8½	8½
Joliet.....	38	5	8½	8½
Millsdale.....	47	5½	8½	8½
Drummond.....	49	5½	9½	9½
Blodgett.....	51	5½	9½	9½
Lorenzo.....	53	5½	9½	9½
Pequot.....	58	5½	9½	9½
Coal City.....	59	5½	9½	9½
Gorman.....	62	5½	10	10
Mazon.....	67	5½	10	10
Verona.....	71	6	10	10
Kinsman.....	75	6	10	10
Ransom.....	80	6½	10	10
Kernan.....	85	7	10	10
Benckendorf Spur..	87	7	10	10
Streator.....	90	7	12	12
Moon.....	94	7½	12	12
Ancona.....	96	8	12	12
Leeds.....	103	8½	12	12
Toluca.....	110	8½	12	12
La Rose.....	116	8½	12	12
Long Point.....	99	8½	12	12
Dana.....	103	9½	12	12

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TARIFF AUTHORITY

A.T.&.S.F. Ry....Ill. C.C. No. 608, I.C.C. No. 13039 (Rates)
Ill. C.C. No. 571, I.C.C. No. 12714 (Mileages)

C.&.E.I. RY.

TO Chicago, Ill. FROM (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTRASTATE	LOCAL INTERSTATE	# SPECIFIC
Steger	29	5½	8½	8½
Crete	30	5½	8½	8½
Lincoln Fields	33	6	8½	8½
Goodenow	34	6	8½	8½
Beecher	38	6	8½	8½
Sollitt	41	6	8½	8½
Grant Park	45	6	8½	8½
Momence	50	6	8½	8½
Laws Switch	53	6½	10	8½
Koster	56	6½	10	8½
Wichert	58	6½	10	8½
St. Anne	60	6½	10	8½
Papineau	64	7	10½	9½
Martinton	68	7½	12	9½
Pittwood	72	8½	12	9½
Tallmadge	55	6½	10	8½
Hopkins Park	59	6½	10	8½

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TARIFF AUTHORITY

C.&.E.I. Ry...Ill. C.C. No. 352, I.C.C. No. 487 (Rates)
Ill. C.C. No. 124, I.C.C. No. 153 (Mileages)

C.&.N.W. RY.

To Chicago, Ill. From (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTRASTATE	LOCAL INTERSTATE	#SPECIFIC
Elmhurst	16	6	7½	8½
Villa Park	18	6	7½	8½
Lombard	20	6	7½	8½
Glen Ellyn	23	6	7½	8½
Wheaton	25	6	7½	8½
Winfield	28	6	8	8½
West Chicago	30	6	8	8½
Geneva	36	6	8½	8½
La Fox	41	7	8½	8½
Elburn	44	8	8½	8½
Maple Park	51	8½	9½	9½
Cortland	56	9	9½	9½
De Kalb	59	9	9½	9½
Malta	65	9	10	10
Creston	70	9½	10½	10½
Rochelle	75	10	10½	10½
Flagg	79	10	10½	10½
Ashton	83	10½	11½	11½
Franklin Grove	88	10½	12	12
Nachusa	93	10½	12	12
Dixon	98	10½	12	12
Nelson	104	11	12	12
Sterling	109	11½	13	13
Galt	113	12	13	13
Agnew	114	12½	13	13
Herbert	73	10	10½	10½
Sycamore	60	9	9½	9½
Elva	64	8½	10	10
McGirr	67	8½	10	10
Shabbona Grove	74	8½	10	10
Rollo	78	8½	10	10
Earlville	85	8½	10½	10½
Triumph	92	8½	11	11
Troy Grove	96	8½	11	11
Brayson	101	8½	11	11
Churchill	103	9½	12	12
Ladd	106	9½	12	12
Seatonville	109	9½	12	12

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TO Chicago, Ill. FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN LOCAL INTERSTATE	GRAIN " SPECIFIC
La Salle Jct.....	104	9½	12	12
Dalzell.....	106	9½	12	12
Shaft No. 2.....	108	9½	12	12
Spring Valley.....	109	9½	12	12
Van Petten.....	111	10½	12	12
Hahnaman.....	116	10½	12	12
Normandy.....	121	10½	12	12
Manlius.....	128	10½	12	12
Langley.....	134	10½	12	12
Buda.....	138	11	12	12
Morse.....	145	11½	12	12
St. Charles.....	38	6	8½	8½
Batavia.....	36	6	8½	8½
North Aurora.....	42	6	8½	8½
Aurora.....	45	6	8½	8½

/...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TARIFF AUTHORITY

C.& N.W. Ry. (Ill.C.C. No.764, I.C.C. 10584 (Rates)
(Ill.C.C. No.832, I.C.C. 10816 (Rates)
(Ill.C.C. No.590, I.C.C. 9986 (Mileages)

To Chicago, Ill. FROM (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTRASTATE	LOCAL INTERSTATE	# SPECIFIC
La Grange.....	14	6	8	8
Western Springs....	15	6	8	8
Hinsdale.....	17	6	8	8
Clarendon Hills....	18	6	8	8
Westmont.....	19	6	8	8
Fairview Avenue....	20	6	8	8
Downers Grove.....	21	6	8	8
Belmont.....	23	6	8	8
Lisle.....	25	6	8	8
Naperville.....	29	6	8	8
Eola.....	34	6	8	8
Aurora.....	37	6	8	8
Montgomery.....	40	6	8	8
Bristol.....	46	7½	9	9
Plano.....	52	8	9	9
Sandwich.....	56	8	9	9
Somonauk.....	59	8	9	9
Leland.....	66	8½	10	10
Earlville.....	72	8½	10½	10½
Meriden.....	78	8½	11	11
Mendota.....	83	9	11	11
Clarion.....	88	9	11	11
Arlington.....	92	9½	12	12
Bearing.....	96	9½	12	12
Malden.....	99	9½	12	12
Princeton.....	104	10	12	12
Wyanet.....	111	10½	12	12
Buda.....	117	11	12	12
Neponset.....	123	11½	12	12
North Aurora.....	41	6	8	8
Batavia.....	44	6	8	8
West Chicago.....	50	6	8	8
Baker.....	72	8	10	10
Oswego.....	44	6	8	8
Yorkville.....	50	6	9	9
Fox.....	53	6	9	9

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TO Chicago, Ill. FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN LOCAL INTERSTATE	GRAIN # SPECIFIC
Millbrook.....	56	6½	9½	9½
Millington.....	60	7	9½	9½
Sheridan.....	65	7½	9½	9½
Burgess Jct.....	67	7½	9½	9½
Serena.....	69	7½	9½	9½
Blakes.....	71	7½	10	10
Wedron.....	73	7	10	10
Dayton.....	77	6½	10	10
Ottawa.....	81	5½	10	10
South Ottawa.....	82	5½	10	10
Grand Ridge.....	90	6½	10	10
Richards.....	94	7	10	10
Streator.....	98	7	12	12
Kangley.....	101	7½	12	12
Wilsman.....	105	8	12	12
Leonore.....	107	8	12	12
Lowell.....	112	8½	12	12
Ticona.....	112	8½	12	12
La Salle.....	113	9	12	12
Peru.....	112	9	12	12
Spring Valley.....	108	9½	12	12
Hegeler.....	104	9½	12	12
Ladd.....	102	9½	12	12
Green Oak.....	101	10	12	12
Kasbeer.....	104	10½	12	12
Walnut.....	109	10½	12	12
Deer Grove.....	115	10½	12	12
Tampico.....	120	11½	13	13
Tampico (HY&T).....	120	9	10½	10½
Prophetstown.....	128	12½	13	13
Sugar Grove.....	45	7½	8½	8½
Big Rock.....	50	8	9½	9½
Hinckley.....	55	8½	9½	9½
Waterman.....	62	8½	10	10
Shabbona.....	67	8½	10	10
Lee.....	72	9	10½	10½
Steward.....	77	9½	10½	10½
Rochelle.....	83	10	10½	10½
Flag Center.....	86	10	10½	10½

...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B.T.Jones' Tariff I.C.C. No. 3356.

(HY&T)...On shipments originating on the Hoopole, Yorktown & Tampico R. R.

C.B.&.Q. R.R. - 3

TO Chicago, Ill. FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN LOCAL INTERSTATE	GRAIN SPECIFIC
Chana	92	10½	11	11
Honey Creek	96	11	12	12
Oregon	98	11	12	12
Stratford	107	12½	13	13
Nifa	43	6	8½	8½
Mooseheart	45	6	8½	8½
Mount Morris	105	11½	12	12
Radley	76	8½	10½	10½
Paw Paw	75	8½	11	11
Compton	81	9	11	11
West Brooklyn	84	9½	12	12
Shaws	89	10	12	12
Amboy	94	10½	12	12
Amboy (LCCE)	94	8	9½	9½
Walton	100	10½	12	12
Harmon	106	10½	12	12
Stones	110	11	12	12
Rock Falls	114	11½	13	13
Sterling	115	11½	13	13
Agnew	120	12½	13	13
Wendell	88	9½	11½	11½
La Moille	92	10	12	12
Van Orin	96	10	12	12
Ohio	102	10½	12	12
Burnett	120	11½	12	12
Lombardville	124	11½	12	12

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

(LCCE)...On shipments originating on the Lee County Central Electric Ry.

TARIFF AUTHORITY

C.B.& Q. R.R....Ill.C.C. No. 1956, I.C.C. No. 19265 (Rates)
Ill.C.C. No. 1505, I.C.C. No. 17392 (Mileages)

C. G. W. R.R.

TO Chicago Ill FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN LOCAL INTERSTATE	GRAIN # SPECIFIC
Elmhurst	17	6	7½	8½
Villa Park	18	6	7½	8½
Lombard	21	6	7½	8½
No. Glen Ellyn	23	6	7½	8½
Gretna	26	6	8	8½
Ingalton	31	6	8	8½
St. Charles	36	6	8½	8½
Wasco	41	7	8½	8½
Lily Lake	46	8	8½	8½
Virgil	49	8½	9½	9½
Richardson	51	8½	9½	9½
Lovell's Crossing	53	9	9½	9½
Sycamore	57	9	9½	9½
De Kalb	62	9	9½	9½
Five Points	59	9	9½	9½
Wilkinson	62	9	9½	9½
Clare	64	9	9½	9½
Esmond	70	9½	10½	10½
Lindenwood	75	10	10½	10½

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TARIFF AUTHORITY

C.G. W.R.R...Ill. C.C. No. 277, I.C.C. No. 5488 (Rates)
Ill. C.C. No. 177, I.C.C. No. 5255 (Mileages)

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

TO Chicago, Illinois FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN LOCAL INTERSTATE	GRAIN # SPECIFIC
Wilkinson	75	9	9½	9½
Bradt	72	9	9½	9½
De Kalb	82	9	9½	9½
Chase	88	8½	9½	9½
Troxel	93	8½	9½	9½
Duffin	98	8	9½	9½
Aurora	106	6	8½	8½
Bakers	103	6	8½	8½
Manhattan	100	6	8½	8½
Wilton	96	6	8½	8½
Andres	94	6	8½	8½
Peotone	88	6	8½	8½
Whitaker	82	6	8½	8½
Yeager	78	6	8½	8½
Momence	75	6	8	8½
Fairdale	72	10	10½	10½
Monroe Center	75	10	10½	10½
Flag Center	91	10	10½	10½
Rochelle	94	10	10½	10½
Steward Junction	100	9½	10½	10½
Scarboro	105	9½	10	10½
Roxbury	111	9	11	11
Welland	116	9	11½	11½
Mendota	122	9	11½	11½
Peterstown	126	9	11	11½
Fitchmore	129	9	12	12
Ladd	135	9½	12	12
Cherry	138	9½	12	12
Seatonville	138	9½	12	12
Home	141	9½	12	12
De Pue	142	9½	12	12
Moronts	144	9	12	12
Granville	148	9	12	12
Standard	151	9	12	12
Cedar Point	154	9	12	12
Oglesby	159	9	12	12

#...Proposition to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD -2

TO Chicago, Ill. FROM (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTRASTATE	LOCAL INTERSTATE	# SPECIFIC
Faithorn	55	6	8⅓	8⅓
Judy	61	6	8⅓	8⅓
Polk	63	6	8⅓	8⅓
Brock	65	6	8⅓	8⅓
Puder	67	6	8⅓	8⅓
Delmar	72	6	8⅓	8⅓
Ahern	74	6⅓	10	8⅓
Tallmadge	76	6⅔	10	8⅓
Pembroke	82	7	10	8⅓
North Hooper	88	8	10	8⅓
Hooper	88	8	10	8⅓
Nelson	93	9	10	8⅓

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TARIFF AUTHORITY

C.M.,St.P.& P.R.R...Ill.C.C.Nos.393,569; I.C.C. Nos. B-6248,B-7144 (Rates)
Ill.C.C.No. 367, I.C.C.No. B-6113 (Mileages)

C.R.I.& P. RY.

To Chicago, Ill. FROM (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTRASTATE	LOCAL INTERSTATE	# SPECIFIC
Midlothian.....	18	5	6½	8½
Oak Forest.....	20	5	6½	8½
Tinley Park.....	23	5	7½	8½
Mokena.....	29	5	8	8½
New Lenox.....	34	5	8	8½
Joliet.....	40	5	8½	8½
Bird's.....	47	5	8½	8½
Minooka.....	51	5	8½	8½
Morris.....	61	5	9½	9½
Stockdale.....	65	5½	9½	9½
Seneca.....	72	5½	9½	9½
Langham.....	76	5½	9½	9½
Marseilles.....	77	5½	10	10
Brickton.....	83	5½	10	10
Ottawa.....	84	5½	10	10
Utica.....	94	6½	11	11
La Salle.....	99	9	12	12
Peru.....	100	9	12	12
Spring Valley.....	104	9½	12	12
Marquette.....	107	9½	12	12
De Pue.....	110	9½	12	12
Bureau.....	114	10½	12	12
Tiskilwa.....	122	10½	12	12
Wyanet.....	128	10½	12	12
Sheffield.....	136	11	12	12
L.S.& P.C. R.R.				
La Salle.....	99	9	12	12

#...Proportion, to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I. C. C. No. 3356.

TARIFF AUTHORITY

C.R.I.& P.Ry...Ill.C.C.No.732, I.C.C.No. C-12847 (Rates).
Ill.C.C.No.534, I.C.C.No. C-11924 (Mileages)

E. J. & E. RY.

TO Chicago, Ill. FROM (Illinois)	* MILES	CORN LOCAL NON-TRANSIT INTERSTATE	GRAIN LOCAL INTERSTATE (Except non-transit Corn.)	GRAIN # SPECIFIC
Griffith (Ind.).....	19	5½	8	8½
Hartsdale (Ind.).....	21	5½	8	8½
Dyer (Ind.).....	24	5½	8	8½
Chicago Heights.....	30	5½	8	8½
Matteson.....	34	5½	8	8½
Frankfort.....	41	5½	8	8½
Brisbane.....	47	5½	8	8½
East Joliet.....	55	5½	8½	8½
Joliet.....	55	5½	8½	8½
Coynes.....	60	5½	8½	8½
Plainfield.....	65	5½	8½	8½
Walker.....	65	6	8½	8½
Normantown.....	68	6	8½	8½
Frontenac.....	73	6	8½	8½
Wolfs.....	71	6	8½	8½
Caton Farm.....	69	5½	8½	8½
Minooka.....	77	5½	8½	8½

#...Proportion to Chicago of one-factor through rates to Eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

*...To South Chicago.

TARIFF AUTHORITY

E. J. & E. RY.....I.C.C. No. 2243 (Rates)
I.C.C. No. 2199 (Mileages)

ILLINOIS CENTRAL R.R. - 1

TO Chicago, Ill. FROM (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTERSTATE	LOCAL INTERSTATE	# SPECIFIC
Flossmoor	25	5½	7½	8½
Matteson	28	5½	8	8½
Richton	29	5½	8	8½
Monee	34	5½	8	8½
Peotone	40	6	8½	8½
Manteno	47	6	8½	8½
Indian Oaks	51	6	8½	8½
Bradley	54	6	8½	8½
Kankakee	56	6	8½	8½
Hospital	57	6	10	8½
Otto	60	6	10	8½
Cheoanse	64	6½	10	9
Clifton	69	7½	10½	9½
Ashkum	73	8½	12	10
Dunforth	77	9½	12	10½
Irwin	65	6½	10	9
Dickeys	68	7	10½	9½
Herscher	71	7	10½	9½
Buckingham	75	7	11	10
Cabery	79	8	12	10½
Kempton	84	8½	12	10½
Cullom	88	9	12	10½
Charlotte	92	10	12	10½
Griswold	90	9	12	10½
Scovel	93	9	12	10½
Eylar	96	9	12	10½
Rugby	98	9½	12	10½
Swygert	100	9½	12	10½
Pontiac	106	9½	12	12
Rook's Creek	110	10	12	12
Graymont	114	10	12	12
Flanagan	118	11	12	12
Hillside	18	6	7½	8½
Elmhurst	20	6	7½	8½
South Addison	22	6	7½	8½

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

TO Chicago, Ill. FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTERSTATE	GRAIN LOCAL INTERSTATE	GRAIN # SPECIFIC
Swift	25	6	7½	8½
Cloverdale	30	6	8	8½
Colvin Park	67	10	10½	10½
Irene	74	10	10½	10½
Dixon	150	10½	12	12
Eldena	156	10½	12	12
Amboy	162	10½	12	12
Sublette	169	10	12	12
Henkel	173	9½	12	12
Mendota	175	9	12	12
Culton	171	8½	12	12
Dimmick	168	8½	12	12
La Salle	159	9	12	12
Oglesby	156	9	12	12
Tonica	150	8½	12	12
Lostant	145	8½	12	12
Wenona	139	8½	12	12
Rutland	134	8½	12	12

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I. C. C. No. 3356.

TARIFF AUTHORITY

I.C. R.R.....Ill.C.C. No. A-1520, I.C.C. No. A-11148 (Rates)
Ill.C.C. No. A-1151, I.C.C. No. A-10441 (Mileages)

NEW YORK CENTRAL R.R. - 1

TO CHICAGO, ILL. FROM (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTERSTATE	LOCAL INTERSTATE (Except Non-Transit Corn)	# SPECIFIC
Highlands (Ind)....	27	5	8½	8½
Hays (Ind.).....	28	5	8½	8½
Hartsdale (Ind)....	30	5	8½	8½
St. John (Ind).....	34	6	8½	8½
Cook (Ind).....	39	6	8½	8½
North Hayden (Ind).	45	6	8½	8½
Belshaw (Ind).....	47	6	8½	8½
Schneider (Ind)....	52	6	8½	8½
Illinoi.....	56	6	8½	8½
Edgetown.....	59	6	8½	8½
Delmar.....	61	6	8½	8½
Momence.....	64	6	8½	8½
Eldridge Siding....	67	6	8½	8½
Exline.....	69	6	8½	8½
Kankakee.....	75	6	8½	8½
Bradley.....	77	6	8½	8½
West Kankakee.....	77	6	8½	8½
Greenwich.....	78	6	8½	8½
Van's Siding.....	80	6	10	9½
Lehigh.....	82	6	10	9½
Goodrich.....	85	6	10	9½
Union Hill.....	90	6	10	10
Reddick.....	95	6	10	10
Blair.....	98	6	10	10
Dwight.....	104	6	10	10
Sunbury.....	109	6	10	10
Adams.....	112	6	10	10
Budd.....	114	6	10	10
Missal.....	121	7	10	10
Streator.....	126	7	12	12
Altmar.....	131	8	12	12
Milla.....	136	8	12	12
Lostant.....	139	8½	12	12
Priscilla.....	144	8½	12	12
McNabb.....	148	9	12	12
Granville.....	154	9	12	12
Marcnts.....	158	9	12	12

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I.C.C. No. 3356.

NEW YORK CENTRAL R.R. - 2.

TO Chicago, Ill. FROM (Illinois)	MILES	CORN	GRAIN	
		LOCAL NON-TRANSIT INTERSTATE	LOCAL INTERSTATE (Except non-transit Corn)	# SPECIFIC
De Pue	163	9½	12	12
Howe	162	9½	12	12
Seatonville	165	9½	12	12
Ladd	168	9½	12	12
Churchill	171	9½	12	12
Dyer (Ind.)	32	5	8½	-
Chicago Heights	38	5	8½	-
Matteson	42	5	8½	-
Frankfort	49	5	8½	-
Spencer	54	5	8½	-
Steele	56	5	8½	-
Joliet	61	5	8½	-

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T Jones' Tariff I. C. C. No. 3356.

TARIFF AUTHORITY

N.Y.C. R.R.....I.C.C.-L.S. No. 1939 (Rates)
M.C. R.R.....I.C.C. (M.C.) No. 5002 (Rates)
N.Y.C. R.R.....I.C.C.-L.S. No. 1536 (Mileages)
M.C. R.R.....I.C.C. (M.C.) No. 5196 (Mileages)

To Chicago, Ill. FROM (Illinois)	MILES	CORN LOCAL NON-TRANSIT INTRASTATE	GRAIN LOCAL INTERSTATE	GRAIN # SPECIFIC
Worth	18	5⅓	7⅓	8⅓
Palos Park	20	5⅓	7⅓	8⅓
Orland Park	23	5⅓	7⅓	8⅓
Alpine	27	5⅓	8	8⅓
Marley	30	5⅓	8	8⅓
Steele	34	5⅓	8	8⅓
Brisbane	35	5½	8	8⅓
Manhattan	40	6	8⅓	8⅓
Symerton	47	6	9⅓	9⅓
Ballou	51	6	9⅓	9⅓
Ritchie	53	6	9⅓	9⅓
Custer Park	54	6	9⅓	9⅓
Horse Creek	55	6	9⅓	9⅓
Essex	60	6	10	10
Reddick	66	6	10	10
Cardiff	70	7	10	10
Campus	72	7	10½	10½
Emington	77	8	12	10½
Saunemin	82	9	12	10½
Wing	87	10	12	12
Champlin	101	10½	12	12
Lodemia	103	10½	12	12
McDowell	105	10½	12	12
Pontiac	109	9½	12	12

#...Proportion to Chicago of one-factor through rates to eastern trunk line territory contained in Agent B. T. Jones' Tariff I. C. C. No. 3356.

TARIFF AUTHORITY

Wabash Ry.... Ill. C.C. No. 1047, I. C.C. No. 7130 (Rates)
Ill. C.C. No. 806, I. C.C. No. 5442 (Mileages)

EXHIBIT NO. 15

I. & S. Dkt. 4718

WITNESS Beadle

CORN PRODUCTION

by counties

years 1931 to 1938.
(in bushels)

Year	Will County	Grundy County	Livingston County
1931	5,313,000	4,180,000	11,920,000
1932	5,670,000	4,600,000	13,201,000
1933	2,774,000	2,507,000	6,936,000
1934	1,369,000	1,164,800	4,307,400
1935	6,670,000	4,554,000	12,328,000
1936	3,765,100	3,258,000	8,358,000
1937	7,056,100	5,760,000	15,759,000
1938	6,109,500	4,730,000	12,487,900

FILE COPY
(COMMERCE SECTION)

BOARD OF TRADE OF THE CITY OF CHICAGO

EXHIBIT No. 19

Evidence

I. & S. Docket No. 4718

GRAIN PROPORTIONALS EX-BARGE TO OFFICIAL TERRITORY

STATISTICS OF RECEIPTS OF GRAIN

AT CHICAGO, ILL.

AND PRODUCTION OF CORN IN ILLINOIS

FOR A SERIES OF YEARS

RECEIPTS OF GRAIN AT CHICAGO
In Bushels

By	Wheat	Corn	Oats	Rye	Barley	Total
Lake	192,000	.....	.....	146,000	.....	338,000
Chicago & North Western Ry.	664,000	2,604,000	956,000	391,000	821,000	5,436,000
Illinois Central R.R.	2,407,000	19,928,000	6,600,000	41,000	323,000	29,299,000
Chicago,Rock Island & Pacific Ry.	831,000	4,096,000	1,798,000	10,000	392,000	7,127,000
Chicago,Burlington & Quincy R.R	2,264,000	8,266,000	4,882,000	46,000	929,000	16,387,000
Chicago & Alton R.R	809,000	5,198,000	2,282,000	14,000	90,000	8,393,000
Chicago & Eastern Illinois Ry	1,133,000	7,967,000	2,962,000	10,000	56,000	12,128,000
Chicago,Milwaukee,St.Paul & Pacific R.R.	334,000	2,276,000	658,000	39,000	470,000	3,777,000
Wabash Ry. (West)	2,169,000	7,880,000	3,352,000	12,000	72,000	13,485,000
Chicago Great Western R.R	230,000	260,000	136,000	3,000	586,000	1,215,000
Atchison,Topeka & Santa Fe Ry	863,000	4,791,000	1,838,000	6,000	168,000	7,666,000
Minneapolis,St.Paul & Sault Ste. Marie Ry	3,000	.....	8,000	1,000	2,000	14,000
Elgin,Joliet & Eastern Ry	30,000	465,000	118,000	3,000	111,000	727,000
Eastern and Southeastern Lines.	1,952,000	7,029,000	2,632,000	120,000	110,000	11,843,000
Trucked in.	17,000	132,000	24,000	.....	.....	173,000
TOTAL RECEIPTS	13,898,000	70,892,000	28,246,000	842,000	4,130,000	118,008,000

RECEIPTS OF GRAIN AT CHICAGO
In Bushels

By	Wheat	Corn	Oats	Rye	Barley	Total
Lake.	3,269,000	.....	.....	5,777,000	146,000	9,192,000
Illinois Waterways. . . .	99,000	38,000	.....	.....	.....	137,000
Chicago & North Western Ry	1,361,000	13,856,000	2,223,000	319,000	2,481,000	20,240,000
Illinois Central R.R. . .	1,066,000	14,720,000	3,274,000	69,000	943,000	20,072,000
Chicago,R.I.& Pacific Ry.	574,000	13,103,000	2,725,000	53,000	753,000	17,208,000
Chicago,B.& Q. R.R. . . .	1,646,000	14,841,000	4.951,000	82,000	1,161,000	22,681,000
Chicago & Alton R.R . . .	523,000	4,201,000	1,285,000	27,000	125,000	6,161,000
Chicago & Eastern Ill.Ry.	518,000	4,622,000	821,000	1,000	22,000	5,984,000
Chicago,Milwaukee,St.Paul & Pacific R.R.	744,000	9,424,000	1,254,000	249,000	1,530,000	13,201,000
Wabash Ry	953,000	4,180,000	1,241,000	6,000	58,000	6,438,000
Chicago Great Western Ry.	443,000	2,624,000	518,000	8,000	974,000	4,567,000
Atchison,Topeka & Santa Fe Ry.	365,000	6,020,000	1,744,000	12,000	214,000	8,355,000
Minn.,St.Paul & Sault Ste.Marie Ry	37,000	2,000	8,000	14,000	69,000	130,000
Elgin,Joliet & Eastern Ry.	24,000	386,000	40,000	.....	133,000	583,000
Eastern and Southeastern Lines.	1,783,000	3,453,000	859,000	82,000	139,000	6,316,000
Trucked in.	96,000	1,409,000	220,000	13,000	23,000	1,761,000
TOTAL RECEIPTS . . .	13,501,000	92,879,000	21,163,000	6,712,000	8,771,000	143,026,000

RECEIPTS OF GRAIN AT CHICAGO
In Bushels

By	Wheat	Corn	Oats	Rye	Barley	Total
Lake—						
From Duluth	.....	.....	400,000	883,000	582,000	1,865,000
Buffalo	.....	.....	.....	1,215,000	.....	1,215,000
Green Bay	.....	.....	150,000	.....	.....	150,000
Fort William	*1,201,000	.....	991,000	313,000	.....	2,505,000
Port Colbourne	30,000	.....	.....	.....	.....	30,000
Kingston	.....	.....	847,000	5,095,000	.....	5,942,000
Montreal	.....	.....	148,000	612,000	.....	760,000
Total by Lake	1,231,000	.....	2,536,000	8,118,000	582,000	12,467,000
Illinois Waterways	981,000	173,000	.....	.....	.....	1,154,000
Rail—						
Chicago & North Western Ry	1,403,000	8,738,000	1,910,000	188,000	3.372,000	15,611,000
Illinois Central R.R.	3,134,000	10,262,000	2,057,000	43,000	431,000	15,947,000
Chicago,R.I. & Pacific Ry	1,708,000	4,676,000	1,045,000	8,000	610,000	8,047,000
Chicago,B.& Q.R.R	2,448,000	9,829,000	1,515,000	48,000	452,000	14,292,000
Chicago & Alton R.R	1,554,000	2,655,000	1,290,000	14,000	56,000	5,569,000
Chicago & Eastern Ill.Ry.	1,477,000	3,066,000	629,000	27,000	19,000	5,218,000
Chicago, Milwaukee, St. Paul & Pacific R.R	931,000	4,599,000	803,000	151,000	2,341,000	8,825,000
Wabash Ry	3,022,000	2,798,000	626,000	14,000	33,000	6,493,000
Chicago Great Western Ry.	1,006,000	931,000	261,000	4,000	1,823,000	4,025,000
Atchison,Topeka & Santa Fe Ry.	1,950,000	3,170,000	624,000	3,000	60,000	5,807,000
Minn.,St.Paul & Sault Ste. Marie Ry.	150,000	.....	65,000	4,000	140,000	359,000
Elgin,Joliet & Eastern Ry.	9,000	173,000	12,000	.....	13,000	207,000
Eastern & Southeastern Lines	2,645,000	3,289,000	950,000	60,000	560,000	7,504,000
Total by Rail	21,437,000	54,206,000	11,787,000	564,000	9,910,000	97,904,000
Trucked in	131,000	1,121,000	90,000	6,000	11,000	1,359,000
TOTAL RECEIPTS	23,780,000	55,500,000	14,413,000	8,688,000	10,503,000	112,884,000

* Includes 1,013,000 Low Grade.

RECEIPTS OF GRAIN AT CHICAGO
In Bushels

By	Wheat	Corn	Oats	Rye	Barley	Total	Soy Beans
Lake—							
From Duluth	286,000	.....	273,000	2,394,000	77,000	3,030,000	.....
Buffalo	566,000	87,000	.....	961,000	.....	1,614,000	.....
Toledo	1,256,000	.....	.....	.....	.....	1,256,000	.....
Ogdensburg	.....	.....	.....	232,000	.....	232,000	.....
Milwaukee	.....	.....	.....	.....	75,000	75,000	.....
Collingwood	.....	760,000	.....	.....	.....	760,000	.....
Goderich	113,000	432,000	.....	.....	.....	545,000	.....
Owen Sound	.....	577,000	.....	.....	.....	577,000	.....
Depot Harbor	.....	797,000	.....	.....	.....	797,000	.....
Midland	.....	169,000	.....	.....	.....	169,000	.....
Kingston	.....	9,000	.....	1,032,000	.....	1,041,000	.....
Port Colburne	.....	279,000	.....	.....	.....	279,000	.....
Montreal	.....	400,000	446,000	391,000	.....	1,237,000	.....
Toronto	.....	113,000	.....	.....	.....	113,000	.....
Fort William	1,690,000	.....	.....	119,000	.....	1,809,000	.....
Total by Lake	3,911,000	3,623,000	719,000	5,129,000	152,000	13,534,000	.....
Illinois Waterways	661,000	723,000	170,000	.....	.....	1,554,000	.....
Rail—							
Chicago & North Western Ry	885,000	4,232,000	2,196,000	49,000	1,953,000	9,315,000	131,000
Illinois Central R.R.	2,080,000	3,919,000	2,985,000	6,000	212,000	9,202,000	2,259,000
Chicago R.I.& Pacific Ry	725,000	2,739,000	1,291,000	4,000	141,000	4,900,000	310,000
Chicago,B.& Q.R.R	1,551,000	3,702,000	2,427,000	2,000	223,000	7,905,000	565,000
Chicago & Alton R.R	884,000	1,142,000	1,042,000	2,000	43,000	3,113,000	414,000
Chi.& Eastern Ill. Ry	1,409,000	2,118,000	1,161,000	20,000	10,000	4,718,000	876,000
Chicago,Milwaukee,St.Paul & Pacific R.R.	1,029,000	2,271,000	797,000	39,000	3,586,000	7,722,000	98,000
Wabash Ry	2,519,000	1,396,000	1,028,000	8,000	20,000	4,971,000	1,021,000
Chi. Gt. Western Ry	280,000	460,000	373,000	2,000	1,064,000	2,179,000	55,000
Atchison,Topeka & Santa Fe Ry.	562,000	1,073,000	639,000	.....	10,000	2,284,000	278,000
Minn.,St.Paul & Sault Ste. Marie Ry.	28,000	7,000	16,000	6,000	403,000	460,000	6,000
Elgin,Joliet & E. Ry.	.....	165,000	73,000	.....	8,000	251,000	17,000
Eastern & Southeastern Lines	4,775,000	4,617,000	2,557,000	116,000	414,000	12,479,000	419,000
Total by Rail	16,727,000	27,841,000	16,590,000	254,000	8,087,000	69,499,000	6,449,000
Trucked in	402,000	783,000	185,000	13,000	1,000	1,384,000	1,000
TOTAL RECEIPTS	21,701,000	32,970,000	17,664,000	5,396,000	8,240,000	85,971,000	6,450,000

RECEIPTS OF GRAIN AT CHICAGO
In Bushels

By	Wheat	Corn	Oats	Rye	Barley	Total	Soy Beans
Lake—							
From Buffalo.	54,000	.....	.....	367,000	30,000	451,000	.....
Duluth.	502,000	.....	.....	2,692,000	73,000	3,267,000	.....
Fort William	2,320,000	.....	.....	2,153,000	1,680,000	6,153,000	.....
Montreal	.....	670,000	.....	47,000	.....	717,000	.....
Collingwood.	.....	97,000	.....	.....	.....	97,000	.....
Total by Lake	2,876,000	767,000	.....	5,259,000	1,783,000	10,685,000	.....
Illinois Waterways. . . .	437,000	1,299,000	33,000	.....	19,000	1,788,000	28,000
Rail—							
Chicago & North Western Ry	1,999,000	5,122,000	2,735,000	848,000	4,623,000	15,327,000	305,000
Illinois Central R.R. . .	2,244,000	8,362,000	3,425,000	64,000	351,000	14,446,000	2,507,000
Chicago,R.I.& Pacific Ry	628,000	6,815,000	1,818,000	51,000	368,000	9,680,000	492,000
Chicago,B.& Q.R.R	2,452,000	8,031,000	4,122,000	81,000	348,000	15,034,000	1,143,000
Chicago & Alton R.R . . .	1,549,000	2,784,000	1,019,000	101,000	53,000	5,506,000	662,000
Chi. & Eastern Ill. Ry. .	1,241,000	4,500,000	1,361,000	12,000	5,000	7,119,000	906,000
Chicago,Milwaukee,St.Paul & Pacific R.R.	626,000	3,147,000	1,840,000	482,000	4,581,000	10,676,000	167,000
Wabash Ry	3,314,000	2,733,000	915,000	11,000	117,000	7,090,000	1,040,000
Chi. Gt. Western Ry . . .	287,000	1,400,000	720,000	83,000	1,401,000	3,891,000	76,000
Atchison,Topeka & Santa Fe Ry.	2,191,000	2,024,000	813,000	2,000	40,000	5,070,000	607,000
Minn.,St.Paul & Sault Ste. Marie Ry.	26,000	8,000	30,000	61,000	848,000	973,000	.....
Elgin,Joliet & E. Ry. . .	18,000	821,000	225,000	33,000	47,000	1,144,000	92,000
Eastern & Southeastern Lines.	3,293,000	11,521,000	2,796,000	153,000	1,105,000	18,868,000	775,000
Total by Rail	19,868,000	57,268,000	21,819,000	1,982,000	13,887,000	114,824,000	8,772,000
Trucked in.	301,000	1,169,000	135,000	14,000	2,000	1,621,000	47,000
TOTAL RECEIPTS . . .	23,482,000	60,503,000	21,987,000	7,255,000	15,691,000	128,918,000	8,847,000

RECEIPTS OF GRAIN AT CHICAGO
In Bushels

By	Wheat	*Corn	Oats	Rye	Barley	Total	Soy Beans
Lake—							
From Buffalo	199,000	590,000	.....	150,000	.....	939,000	.....
Duluth	764,000	.....	140,000	1,320,000	.....	2,224,000	.....
Albany	.....	57,000	.....	.....	.....	57,000	.....
Philadelphia	.....	120,000	.....	.....	.....	120,000	.....
Fort William	.....	.....	.....	.....	1,203,000	1,203,000	.....
Montreal	.....	4,104,000	.....	.....	28,000	4,132,000	.....
Toronto	.....	1,901,000	.....	.....	.....	1,901,000	.....
Port Colbourne	.....	762,000	.....	.....	.....	762,000	.....
Kingston	.....	2,370,000	.....	.....	.....	2,370,000	.....
Quebec	.....	96,000	.....	.....	.....	96,000	.....
Sarnia	.....	766,000	.....	.....	.....	766,000	.....
Prescott	.....	792,000	.....	.....	.....	792,000	.....
Three Rivers	.....	7,162,000	.....	.....	.....	7,162,000	.....
Total by Lake	963,000	18,720,000	140,000	1,470,000	1,231,000	22,524,000	.....
Illinois Waterways	2,113,000	2,019,000	366,000	.....	.....	4,498,000	97,000
Rail—							
Chicago & North Western Ry	2,715,000	3,753,000	3,600,000	1,247,000	2,750,000	14,065,000	299,000
Illinois Central R.R.	4,423,000	7,408,000	3,636,000	239,000	242,000	15,948,000	1,773,000
Chicago,R.I. & Pacific Ry	2,391,000	4,018,000	2,690,000	275,000	344,000	9,718,000	508,000
Chicago,B.& Q. R.R.	5,190,000	6,335,000	3,920,000	419,000	217,000	16,081,000	1,319,000
Chicago & Alton R.R	2,561,000	2,675,000	1,451,000	125,000	44,000	6,856,000	518,000
Chi. & Eastern Ill. Ry.	1,804,000	3,805,000	1,230,000	29,000	4,000	6,872,000	848,000
Chicago,Milwaukee,St.Paul & Pacific R.R.	1,059,000	2,069,000	1,914,000	1,009,000	3,729,000	9,780,000	130,000
Wabash Ry	6,302,000	3,011,000	1,680,000	57,000	16,000	11,066,000	979,000
Chi. Gt. Western Ry	651,000	772,000	608,000	77,000	1,075,000	3,183,000	29,000
Atchison,Topeka & Santa Fe Ry.	2,930,000	2,332,000	1,068,000	25,000	50,000	6,405,000	475,000
Minn.,St.Paul & Sault Ste. Marie Ry.	58,000	7,000	178,000	86,000	713,000	1,042,000	.....
Elgin,Joliet & E. Ry.	36,000	475,000	26,000	7,000	58,000	602,000	77,000
Eastern & Southeastern Lines	4,657,000	9,151,000	1,903,000	209,000	345,000	16,265,000	1,054,000
Total by Rail	34,777,000	45,811,000	23,904,000	3,804,000	9,587,000	117,883,000	8,009,000
Trucked in	253,000	177,000	35,000	11,000	1,000	477,000	12,000
TOTAL RECEIPTS	38,106,000	66,727,000	24,445,000	5,285,000	10,819,000	145,382,000	8,118,000

* Includes 14,883,000 bu Argentine, 3,298,000 bu South African, 198,000 bu Jugo-Slavian, 64,000 bu Hungarian; total 18,443,000 bu.

RECEIPTS OF GRAIN AT CHICAGO
In Bushels

By	Wheat	Corn	Oats	Rye	Barley	Total	Soy Beans
Lake—							
From Duluth	699,000	60,000	.....	1,702,000	115,000	2,576,000	.....
Illinois Waterways	727,000	10,236,000	465,000	39,000	.....	11,467,000	355,000
Rail—							
Chicago & North Western Ry	1,192,000	13,525,000	3,581,000	386,000	3,889,000	22,573,000	352,000
Illinois Central R.R.	4,433,000	26,120,000	3,387,000	113,000	502,000	34,555,000	2,616,000
Chicago,R.I. & Pacific Ry	1,729,000	14,400,000	3,129,000	168,000	456,000	19,882,000	368,000
Chicago,B.& Q. R.R.	4,139,000	15,795,000	4,056,000	258,000	381,000	24,629,000	1,093,000
Chicago & Alton R.R	2,611,000	7,078,000	1,332,000	24,000	47,000	11,092,000	861,000
Chi. & Eastern Ill. Ry.	1,477,000	7,796,000	1,243,000	25,000	6,000	10,547,000	1,355,000
Chicago,Milwaukee,St.Paul & Pacific R.R.	2,128,000	7,950,000	2,075,000	257,000	3,071,000	15,481,000	142,000
Wabash Ry	4,457,000	8,452,000	1,081,000	40,000	64,000	14,094,000	1,398,000
Chi. Gt. Western Ry	780,000	2,457,000	1,236,000	16,000	905,000	5,394,000	24,000
Atchison,Topeka & Santa Fe Ry.	2,140,000	3,857,000	699,000	6,000	80,000	6,782,000	412,000
Minn.,St.Paul & Sault Ste. Marie Ry.	89,000	8,000	6,000	118,000	507,000	728,000	1,000
Elgin,Joliet & E. Ry.	35,000	666,000	106,000	13,000	88,000	908,000	144,000
Eastern & Southeastern Lines	2,952,000	14,774,000	2,083,000	123,000	688,000	20,620,000	1,967,000
Total by Rail	28,162,000	122,878,000	24,014,000	1,547,000	10,684,000	187,285,000	10,633,000
Trucked in	481,000	2,627,000	65,000	19,000	1,000	3,193,000	181,000
TOTAL RECEIPTS	30,069,000	135,801,000	24,544,000	3,307,000	10,800,000	204,521,000	11,169,000

CORN IN BUSHELS (Final 000 Omitted)

YEAR	RECEIPTS AT CHICAGO BY					② PRODUCTION IN ILLINOIS
	Rail	Lake	Truck	Barge	Total	
1931						353,128
1932	70,760	.....	132	.....	70,892	402,179
1933	91,432	.....	1,409	38	92,879	224,748
1934	54,206	.....	1,121	173	55,500	146,760
1935	27,841	3,623	783	723	32,970	316,510
1936	57,268	767	1,169	1,299	60,503	217,751
1937	45,811	18,720	177	2,019	66,727	449,616
1938	122,878	60	2,627	10,236	135,801	379,350
① 1939	54,950	.....	3,486	10,190	68,626	

① To October 31st, inclusive.

② Obtained from reports of U.S. Dept. of Agriculture.

Ex #38

BOARD OF TRADE OF THE CITY OF CHICAGO
TRANSPORTATION DEPARTMENT

EXHIBIT No. _____

I. & S. DOCKET No. 4718

GRAIN PROPORTIONALS EX-BARGE TO OFFICIAL TERRITORY

STATISTICS OF RECEIPTS AND SHIPMENTS OF GRAIN
AT AND FROM CHICAGO, ILL.,
AND PRODUCTION OF CORN IN ILLINOIS
FOR A SERIES OF YEARS

1939 RECEIPTS at Chicago

	Wheat. Bu.	Corn. Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.	Total. Bu.	Flour. Brls.	Soy Beans. Bu.
By Lake	211,000	.....	.....	386,000	344,000	1,541,000	.....	.....
Illinois Waterways	1,957,000	13,206,000	837,000	8,000	.....	16,008,000	.....	1,076,000
By Rail—								
Chicago & North Western Ry	1,045,000	6,601,000	3,359,000	239,000	4,333,000	15,577,000	1,311,000	770,000
Illinois Central R. R.	3,290,000	13,813,000	2,763,000	66,000	342,000	20,465,000	372,000	5,024,000
Chicago, Rock Island & Pacific Ry.	1,273,000	5,749,000	2,809,000	106,000	591,000	10,528,000	833,000	764,000
Chicago, B. & Q. R. R.	2,791,000	10,668,000	4,093,000	124,000	491,000	18,167,000	1,445,000	1,963,000
Chicago & Alton R. R.	1,968,000	4,094,000	1,243,000	7,000	31,000	7,323,000	785,000	1,458,000
Chi. & Eastern Ill. Ry.	2,754,000	4,294,000	618,000	12,000	14,000	7,682,000	344,000	2,374,000
Chicago, Milwaukee St. Paul & Pacific R. R.	3,912,000	4,259,000	2,121,000	256,000	3,196,000	13,734,000	2,525,000	378,000
Wabash Ry.	2,825,000	3,685,000	846,000	16,000	16,000	7,388,000	352,000	2,147,000
Chi Gt Western Ry.	612,000	1,424,000	884,000	62,000	1,511,000	4,496,000	653,000	142,000
Atchison, Topeka & Santa Fe Ry.	1,552,000	2,379,000	644,000	14,000	60,000	4,698,000	2,578,000	624,000
Minn., St. Paul & Sault Ste. Marie Ry.	27,000	21,000	55,000	40,000	800,000	943,000	7,000	.....
Elgin, Joliet & E. Ry.	33,000	320,000	180,000	4,000	78,000	1,065,000	.....	173,000
Eastern & Southeastern Lines	2,090,000	7,977,000	1,282,000	61,000	128,000	11,538,000	170,000	2,779,000
Total by Rail	26,122,000	65,774,000	20,987,000	1,007,000	11,782,000	123,682,000	11,575,000	18,486,000
Trucked in	410,000	5,006,000	122,000	8,000	4,000	5,549,000	.....	236,000
Total Receipts	26,710,000	83,985,000	21,946,000	2,009,000	12,130,000	146,780,000	11,575,000	19,886,000

CORN IN BUSHELS (Final 000 Omitted)

YEAR	RECEIPTS AT CHICAGO BY					# PRODUCTION IN ILLINOIS
	RAIL	LAKE	TRUCK	BARGE	TOTAL	
1931						353,128
1932	70,760	.....	132	.....	70,892	402,179
1933	91,432	.....	1,409	38	92,879	224,748
1934	54,206	.....	1,121	173	55,500	146,760
1935	27,841	3,623	783	723	32,970	318,510
1936	57,268	767	1,169	1,299	60,503	217,751
1937	45,311	18,720	177	2,019	66,727	449,616
1938	122,878	60	2,627	10,236	135,801	379,350
1939	65,774	.....	5,005	13,206	83,985	

#...Obtained from reports of U.S.Dept. of Agriculture.

RECEIPTS OF CORN AT CHICAGO

In Bushels (Final 000 Omitted)

BY	1938 RECEIPTS	1938 PER CENT OF TOTAL RECEIPTS	1939 RECEIPTS	1939 PER CENT OF TOTAL RECEIPTS
Lake	60	0.04%	-	-
Illinois Waterway	10,236	7.54%	13,206	15.72%
C.& N.W.Ry.	13,525	9.96%	6,601	7.86%
Illinois Central R.R.	26,120	19.23%	13,813	16.45%
C.R.I.& P.Ry.	14,400	10.60%	5,749	6.85%
C.B.& Q.R.R.	15,795	11.63%	10,668	12.70%
Alton R.R.	7,078	5.21%	4,094	4.87%
C.& E.I.Ry.	7,796	5.74%	4,284	5.10%
C.M.St.P.& P.R.R.	7,950	5.86%	4,259	5.07%
Wabash Ry.	8,452	6.22%	3,685	4.38%
C.G.W.R.R.	2,457	1.81%	1,424	1.70%
A.T.& S.F.Ry.	3,857	2.84%	2,379	2.83%
M.St.P.& S.S.M.Ry.	8	0.01%	21	0.03%
E.J.& E.Ry.	666	0.49%	820	0.98%
Eastern and Southeastern Railroads	14,774	10.88%	7,977	9.50%
Total by Rail	122,878		65,774	(1)
Trucked In	2,627	1.94%	5,005	5.96%
Total Receipts	135,801		83,965	(2)

(1)...53.53 per cent of 1938 total receipts by rail.

(2)...61.87 per cent of 1938 total receipts.

1932 SHIPMENTS from Chicago

	Wheat, Bu.	Corn, Bu.	Oats, Bu.	Rye, Bu.	Barley, Bu.	Total, Bu.	Flour, Brls.
Lake—To Buffalo	5,810,000	24,100,000	7,416,000	509,000		37,833,000	980,000
To Erie							175,000
To Ogdensburg		2,408,000	354,000			2,762,000	
To Oswego		1,048,000				1,048,000	
To Fairport			508,000			508,000	
To Toledo	234,000	88,000	2,421,000			2,734,000	
To Gladstone			357,000			357,000	
To New York		34,000				34,000	
To Philadelphia	144,000	304,000				448,000	
To Depot Harbor		373,000	739,000			1,112,000	116,000
To Collingwood		1,885,000	1,496,000			3,381,000	
To Toronto		675,000				675,000	
To Owen Sound		2,166,000	1,101,000			3,267,000	
To Montreal		1,288,000	362,000	186,000		1,816,000	
To Port Colbourne		845,000				845,000	
To Cardinal		1,053,000				1,053,000	
To Tiffin		1,674,000	640,000			2,314,000	
To Midland		302,000	200,000			502,000	
To Sarnia		216,000				216,000	
To Kingston		1,311,000		146,000		1,457,000	
To Goderich		428,000	266,000			694,000	
To Port McNicoll		667,000	153,000			820,000	
Total by Lake	5,908,000	40,636,000	18,107,000	821,000		63,462,000	1,274,000
Rail—							
Chicago & North Western Ry	847,000	579,000	343,000	10,000	197,000	1,875,000	530,000
Illinois Central R. R.	305,000	113,000	653,000	55,000	31,000	1,157,000	136,000
Chicago, Rock Island & Pacific Ry	1,000	13,000	354,000		4,000	372,000	3,000
Chicago, Burlington & Quincy R. R	1,000					1,000	20,000
Chicago & Alton R. R	28,000	5,000	8,000	2,000	38,000	79,000	80,000
Chicago & Eastern Illinois Ry	49,000	6,000	30,000	12,000	12,000	109,000	102,000
Chicago, Milwaukee, St. Paul & Pacific R. R	249,000	897,000	302,000	20,000	149,000	1,317,000	63,000
Wabash Ry. (West)	57,000	2,000	2,000			61,000	4,000
Chicago Great Western R. R	86,000	2,000			9,000	97,000	3,000
Atchison, Topeka & Santa Fe Ry	1,000	4,000	2,000		2,000	9,000	2,000
Minneapolis, St. Paul & Sault Ste. Marie Ry	24,000	108,000	82,000		7,000	279,000	44,000
Elgin, Joliet & Eastern Ry							
Eastern and Southeastern Lines	9,671,000	6,194,000	7,072,000	323,000	469,000	22,728,000	2,891,000
Total by Rail	11,317,000	6,981,000	8,847,000	421,000	918,000	28,784,000	3,918,000
TOTAL SHIPMENTS	17,225,000	47,617,000	26,754,000	1,242,000	918,000	91,746,000	5,192,000

1933 SHIPMENTS from Chicago

	Wheat, Bu.	Corn, Bu.	Oats, Bu.	Rye, Bu.	Barley, Bu.	Total, Bu.	Flour, Brls.
Lake—To Buffalo	6,855,000	19,164,000	1,855,000	708,000	.....	28,582,000	736,000
To Erie	.....	241,000	.....	.....	.....	241,000	140,000
To Toledo	104,000	.....	736,000	.....	.....	840,000	.....
To Ogdensburg	.....	753,000	.....	.....	.....	753,000	.....
To Milwaukee	.....	187,000	.....	.....	.....	187,000	.....
To Fairport	.....	.....	325,000	.....	.....	325,000	.....
To Oswego	.....	2,003,000	.....	.....	.....	2,003,000	.....
To New York	.....	.....	.....	.....	.....	.....	105,000
To Owen Sound	.....	2,043,000	2,013,000	.....	.....	4,056,000	.....
To Depot Harbor	.....	989,000	125,000	.....	.....	1,114,000	119,000
To Sarnia	.....	1,706,000	.....	.....	.....	1,706,000	.....
To Montreal	.....	20,000	.....	.....	.....	20,000	.....
To Collingwood	.....	2,199,000	234,000	.....	.....	2,433,000	.....
To Midland	.....	803,000	203,000	.....	.....	1,006,000	.....
To Toronto	.....	896,000	.....	.....	.....	896,000	.....
To Cardinal	.....	1,086,000	.....	.....	.....	1,086,000	.....
To Tiffin	.....	2,191,000	1,140,000	.....	.....	3,331,000	.....
To Goderich	.....	652,000	.....	.....	.....	652,000	.....
To Port Colbourne	.....	429,000	.....	.....	.....	429,000	.....
To Walkerville	.....	210,000	.....	.....	.....	210,000	.....
To Port McNicoll	.....	1,708,000	148,000	.....	.....	1,856,000	.....
Total by Lake	6,959,000	37,279,000	6,779,000	708,000	.....	51,725,000	1,100,000
Illinois Waterways	.....	.....	.....	217,000	.....	217,000	.....
Rail—							
Chicago & North Western Ry.	122,000	129,000	100,000	4,000	93,000	448,000	495,000
Illinois Central R. R.	545,000	1,191,000	1,002,000	66,000	180,000	2,984,000	123,000
Chicago, R. I. & Pacific Ry.	.....	56,000	30,000	73,000	2,000	161,000	5,000
Chicago, B. & Q. R. R.	.....	.....	.....	.....	.....	.....	6,000
Chicago & Alton Ry.	18,000	174,000	52,000	.....	59,000	303,000	53,000
Chicago & Eastern Ill. Ry.	23,000	.....	62,000	2,000	36,000	123,000	135,000
Chicago, Milwaukee, St. Paul & Pacific R. R.	87,000	247,000	74,000	22,000	91,000	521,000	39,000
Wabash Ry.	20,000	161,000	114,000	6,000	58,000	373,000	90,000
Chicago Great Western Ry.	3,000	.....	.....	.....	.....	3,000	2,000
Atchison, Topeka & Santa Fe Ry.	.....	3,000	14,000	.....	10,000	27,000	2,000
Minn., St. Paul & Sault Ste. Marie Ry.	31,000	25,000	18,000	.....	81,000	159,000	38,000
Elgin, Joliet & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....
Eastern and Southeastern Lines	8,464,000	12,469,000	9,332,000	880,000	1,006,000	32,151,000	3,360,000
Total by Rail	9,323,000	14,463,000	10,798,000	1,053,000	1,616,000	37,253,000	4,348,000
Total Shipments	16,282,000	51,742,000	17,577,000	1,978,000	1,616,000	89,196,000	5,448,000

1934 SHIPMENTS from Chicago

	Wheat, Bu.	Corn, Bu.	Oats, Bu.	Rye, Bu.	Barley, Bu.	Total, Bu.	Flour, Brls.
By Lake—							
To Buffalo	10,890,000	14,700,000	912,000	137,000	.....	26,448,000	791,000
To Erie	.....	487,000	.....	.....	.....	487,000	178,000
To Ogdensburg	.....	585,000	.....	.....	.....	585,000	.....
To Duluth	.....	.....	.....	182,000	.....	182,000	.....
To New York	.....	.....	.....	.....	.....	.....	5,000
To Philadelphia	.....	216,000	.....	.....	.....	216,000	.....
To Port Colbourne	.....	270,000	.....	.....	.....	270,000	.....
To Sarnia	.....	231,000	.....	.....	.....	231,000	.....
To Cardinal	.....	980,000	.....	.....	.....	980,000	.....
To Walkerville	.....	98,000	.....	.....	.....	98,000	.....
To Goderich	850,000	761,000	.....	.....	.....	1,611,000	.....
To Toronto	.....	446,000	.....	.....	.....	446,000	.....
To Depot Harbor	.....	106,000	61,000	.....	.....	167,000	167,000
To Montreal	.....	18,000	.....	.....	.....	18,000	.....
To Midland	.....	689,000	304,000	.....	.....	993,000	.....
To Collingwood	.....	2,052,000	191,000	.....	.....	2,243,000	.....
To Tiffin	.....	806,000	265,000	.....	.....	1,071,000	.....
To Owen Sound	200,000	1,362,000	116,000	.....	.....	1,678,000	.....
To Norfolk	.....	50,000	.....	.....	.....	50,000	.....
Total by Lake	11,749,000	23,947,000	1,949,000	319,000	.....	37,964,000	1,975,000
Illinois Waterways	.....	.....	12,000	50,000	.....	62,000	.....
Rail—							
Chicago & North Western Ry.	794,000	190,000	282,000	886,000	231,000	2,198,000	530,000
Illinois Central R. R.	227,000	674,000	642,000	57,000	178,000	1,978,000	167,000
Chicago, R. I. & Pacific Ry.	8,000	4,000	140,000	222,000	.....	374,000	5,000
Chicago, B. & Q. R. R.	.....	.....	.....	.....	5,500	5,000	7,000
Chicago & Alton Ry.	64,000	215,000	564,000	21,000	98,000	962,000	97,000
Chicago & Eastern Ill. Ry	35,000	9,000	46,000	35,000	17,000	144,000	191,000
Chicago, Milwaukee, St Paul & Pacific R. R.	61,000	279,000	219,000	98,000	60,000	717,000	50,000
Wabash Ry.	36,000	275,000	174,000	7,000	41,000	513,000	61,000
Chicago Great Western Ry.	5,000	.....	14,000	.....	13,000	32,000	2,000
Atchison, Topeka & Santa Fe Ry.	9,000	8,000	127,000	9,000	7,000	160,000	2,000
Minn., St. Paul & Sault Ste. Marie Ry.	10,000	29,000	46,000	3,000	7,000	95,000	60,000
Elgin, Joliet & Eastern Ry	.....	.....	.....	.....	.....	.....	.....
Eastern and Southeastern Lines	5,013,000	13,497,000	9,312,000	3,474,000	1,573,000	33,869,000	3,653,000
Total by Rail	6,262,000	15,380,000	11,526,000	4,592,000	2,279,000	40,041,000	4,953,000
Total Shipments	18,011,000	39,327,000	13,488,000	4,961,000	2,279,000	77,967,000	6,928,000

1935 SHIPMENTS from Chicago

	Wheat. Bu.	Corn. Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.	Total. Bu.	Flour. Brls.	Soy Beans. Bu.
By Lake—								
To Buffalo	4,870,000	341,000	615,000	177,000	34,000	6,037,000	1,075,000	136,000
To Erie	.....	.....	.....	.....	.....	.....	123,000	.....
To Ogdensburg	.....	70,000	.....	.....	.....	70,000	.....	.....
To Duluth	611,000	.....	.....	.....	.....	611,000	.....	.....
To Oswego	.....	105,000	.....	.....	.....	105,000	.....	.....
To Depot Harbor	.....	.....	.....	.....	.....	.....	60,000	.....
To Montreal	.....	.....	.....	.....	.....	.....	.....	1,162,000
To Port McNicoll	.....	.....	.....	.....	.....	.....	.....	126,000
Total by Lake	5,481,000	516,000	615,000	177,000	34,000	6,823,000	1,268,000	1,568,000
Illinois Waterways	25,000	.....	111,000	30,000	.....	166,000	.....	.....
By Rail—								
Chicago & North Western Ry.	415,000	701,000	240,000	1,261,000	110,000	2,727,000	645,000	.....
Illinois Central R. R.	734,000	2,316,000	676,000	313,000	488,000	4,547,000	151,000	.....
Chi., R. I. & Pacific Ry.	75,000	217,000	364,000	547,000	.....	1,203,000	10,000	6,000
Chicago, B. & Q. R. R.	.....	8,000	6,000	5,000	.....	19,000	6,000	.....
Chicago & Alton Ry.	674,000	911,000	1,570,000	70,000	185,000	3,410,000	290,000	3,000
Chi. & Eastern Ill. Ry.	45,000	37,000	110,000	129,000	66,000	387,000	201,000	.....
Chicago, Milwaukee, St. Paul & Pacific R. R.	58,000	659,000	258,000	108,000	95,000	1,178,000	37,000	31,000
Wabash Ry.	249,000	131,000	475,000	156,000	9,000	1,090,000	263,000	60,000
Chi. Gt. Western Ry.	.....	10,000	16,000	2,000	3,000	31,000	5,000	.....
Atchison, Topeka & Santa Fe Ry.	14,000	10,000	161,000	4,000	8,000	197,000	16,000	2,000
Minn., St. Paul & Sault Ste. Marie Ry.	8,000	.....	30,000	.....	15,000	53,000	35,000	.....
Elgin, Joliet & E. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
Eastern and Southwestern Lines	6,752,000	9,359,000	6,929,000	5,429,000	1,190,000	29,659,000	3,566,000	319,000
Total by Rail	9,014,000	14,359,000	10,836,000	8,064,000	2,229,000	44,501,000	5,330,000	421,000
Total Shipments	14,520,000	14,875,000	11,561,000	8,261,000	2,273,000	51,490,000	6,598,000	1,979,000

1936 SHIPMENTS from Chicago

	Wheat. Bu.	Corn. Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.	Total. Bu.	Flour. Brls.	Soy Beans. Bu.
By Lake—								
To Buffalo	8,824,000	6,492,000	509,000	.....	.....	15,825,000	983,000	.....
To Erie	.....	.....	.....	.....	.....	.....	288,000	.....
To Duluth	227,000	.....	.....	.....	.....	227,000	.....	.....
To Philadelphia	.....	70,000	.....	.....	.....	70,000	.....	.....
To Depot Harbor	.....	51,000	.....	.....	.....	51,000	234,000	.....
To Montreal	.....	.....	.....	.....	.....	.....	.....	1,921,000
To Collingwood	.....	943,000	.....	.....	.....	943,000	.....	.....
To Tiffin	.....	1,683,000	87,000	.....	.....	1,770,000	.....	.....
To Owen Sound	.....	215,000	.....	.....	.....	215,000	.....	.....
To Cardinal	.....	86,000	.....	.....	.....	86,000	.....	.....
To Midland	.....	.....	228,000	.....	.....	228,000	.....	.....
Total by Lake	9,051,000	9,549,000	884,000	.....	.....	19,434,000	1,515,000	1,921,000
Illinois Waterways	145,000	.....	.....	.....	.....	145,000	.....	.....
By Rail—								
Chicago & North Western Ry.	788,000	1,268,000	158,000	42,000	190,000	2,434,000	432,000	6,000
Illinois Central R. R.	1,630,000	1,342,000	1,621,000	426,000	641,000	5,660,000	129,000	83,000
Chi., R. I. & Pacific Ry.	94,000	22,000	56,000	352,000	52,000	566,000	445,000	10,000
Chicago, B. & Q. R. R.	.....	9,000	.....	.....	.....	9,000	4,000	.....
Chicago & Alton R. R.	1,101,000	1,076,000	1,162,000	155,000	223,000	3,717,000	441,000	217,000
Chi. & Eastern Ill. Ry.	213,000	43,000	67,000	118,000	100,000	541,000	196,000	.....
Chicago, Milwaukee, St. Paul & Pacific R. R.	299,000	2,173,000	388,000	67,000	220,000	3,147,000	56,000	284,000
Wabash Ry.	448,000	194,000	396,000	61,000	91,000	1,190,000	340,000	171,000
Chi. Gt. Western Ry.	8,000	2,000	.....	.....	8,000	18,000	88,000	5,000
Atchison, Topeka & Santa Fe Ry.	7,000	38,000	213,000	21,000	13,000	292,000	11,000	1,000
Minn., St. Paul & Sault Ste. Marie Ry.	2,000	18,000	44,000	.....	96,000	159,000	17,000	.....
Elgin, Joliet & E. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
Eastern and Southwestern Lines	7,068,000	9,589,000	12,986,000	5,272,000	1,677,000	36,562,000	3,752,000	1,460,000
Total by Rail	11,565,000	15,784,000	17,091,000	6,544,000	3,310,000	54,296,000	5,911,000	2,147,000
Total Shipments	20,762,000	25,333,000	17,915,000	6,544,000	3,310,000	73,884,000	7,426,000	4,368,000

1937 SHIPMENTS from Chicago

	Wheat. Bu.	Corn. Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.	Total. Bu.	Flour. Brls.	Soy Beans. Bu.
By Lake—								
To Buffalo	14,162,000	4,906,000	1,121,000	290,000	.....	20,478,000	393,000	224,000
Erie	.....	.....	.....	.....	.....	.....	118,000	.....
Duluth	483,000	.....	.....	.....	.....	483,000	.....	.....
Albany	.....	36,000	.....	.....	.....	36,000	.....	.....
Ogdensburg	.....	368,000	.....	.....	.....	368,000	.....	.....
Goderich	272,000	252,000	.....	.....	.....	525,000	.....	.....
Depot Harbor	.....	.....	.....	.....	.....	.....	207,000	.....
Kingston	190,000	105,000	215,000	.....	.....	510,000	.....	.....
Midland	100,000	.....	1,213,000	.....	.....	1,313,000	.....	.....
Montreal	1,544,000	221,000	552,000	696,000	.....	3,365,000	.....	989,000
Oswego	.....	.....	.....	73,000	.....	73,000	.....	.....
Port Colbourne	1,119,000	101,000	64,000	119,000	.....	1,403,000	.....	119,000
Port McNicol	.....	183,000	.....	.....	.....	183,000	.....	.....
Quebec	86,000	.....	280,000	.....	.....	366,000	.....	.....
Owen Sound	.....	.....	305,000	.....	.....	305,000	.....	.....
Three Rivers	909,000	140,000	133,000	269,000	.....	1,451,000	.....	.....
Tiffin	.....	.....	389,000	.....	.....	389,000	.....	.....
Sarnia	.....	350,000	.....	.....	.....	350,000	.....	.....
Toronto	389,000	305,000	301,000	491,000	.....	1,386,000	.....	.....
Walkerville	.....	102,000	.....	.....	.....	102,000	.....	.....
Total by Lake	19,254,000	7,079,000	4,803,000	1,940,000	.....	33,076,000	718,000	1,282,000
By Illinois Waterways	.....	123,000	40,000	10,000	16,000	189,000	.....	.....
By Rail—								
Chicago & North Western Ry.	1,347,000	779,000	64,000	47,000	267,000	2,404,000	469,000	59,000
Illinois Central R. R.	597,000	1,782,000	1,428,000	434,000	500,000	4,741,000	126,000	47,000
Chi., R. I. & Pacific Ry.	12,000	635,000	8,000	220,000	90,000	965,000	456,000	.....
Chicago, B. & Q. R. R.	13,000	173,000	34,000	.....	5,000	230,000	9,000	.....
Chicago & Alton R. R.	516,000	1,716,000	710,000	98,000	90,000	2,625,000	468,000	488,000
Chi. & Eastern Ill. Ry.	370,000	29,000	144,000	45,000	97,000	685,000	171,000	3,000
Chicago, Milwaukee, St. Paul & Pacific R.R.	236,000	1,968,000	435,000	10,000	364,000	3,113,000	34,000	289,000
Wabash Ry.	188,000	2,563,000	435,000	7,000	123,000	3,355,000	251,000	210,000
Chi. Gt. Western Ry.	10,000	14,000	6,000	.....	.....	30,000	49,000	46,000
Atchison, Topeka & Santa Fe Ry.	39,000	137,000	20,000	.....	30,000	226,000	2,000	4,000
Minn., St. Paul & Sault Ste. Marie Ry.	3,000	.....	20,000	.....	34,000	57,000	32,000	2,000
Elgin, Joliet & E. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
Eastern and Southeastern Lines	9,426,000	13,497,000	18,307,000	2,706,000	1,380,000	45,316,000	3,802,000	1,321,000
Total by Rail	12,756,000	22,823,000	22,221,000	3,564,000	2,996,000	64,353,000	5,871,000	2,570,000
Total Shipments	32,009,000	30,025,000	27,064,000	5,514,000	3,012,000	97,624,000	6,589,000	3,852,000

1938 SHIPMENTS from Chicago

	Wheat Bu.	Corn Bu.	Oats Bu.	Rye Bu.	Barley Bu.	Total Bu.	Flour Brls.	Soy Beans Bu.
By Lake—								
To Buffalo	10,460,000	16,052,000	485,000		30,000	27,048,000	1,262,000	.....
Erie							416,000	.....
Ogdensburg		512,000						.....
New York		17,000				512,000	.....	.....
Oswego	20,000	13,299,000				17,000	.....	.....
Duluth	81,000					13,358,000	.....	.....
Philadelphia		66,000				81,000	.....	.....
Depot Harbor						66,000	.....	.....
Port Colbourne	1,060,000	9,975,000				.....	205,000	.....
Kingston	100,000	11,949,000				11,035,000	.....	.....
Sarnia		1,220,000				12,049,000	.....	.....
Montreal	48,000	5,318,000	35,000	70,000	144,000	1,220,000	.....	.....
Owen Sound		2,393,000	194,000			5,605,000	.....	982,000
Toronto	268,000	4,904,000	171,000			2,587,000	.....	35,000
Quebec		833,000				5,363,000	.....	462,000
Three Rivers	236,000	4,636,000		21,000		833,000	.....	.....
Walkerville		535,000				4,873,000	.....	421,000
Sorel		98,000				535,000	.....	.....
Tiffin	352,000	2,681,000	490,000			98,000	.....	.....
Goderich		2,214,000				3,502,000	.....	162,000
Sweden		61,000				2,214,000	.....	260,000
Midland		1,278,000	116,000			61,000	.....	.....
Cardinal		429,000				1,394,000	.....	.....
Collingwood		1,617,000				429,000	.....	.....
Prescott		1,043,000				1,617,000	.....	.....
						1,043,000	.....	.....
Total by Lake	12,964,000	81,121,000	1,491,000	91,000	174,000	96,531,000	1,883,000	2,305,000
By Illinois Waterways	30,000	.....	.....	.....	.....	30,000	.....	.....
By Rail—								
Chicago & North Western Ry	1,580,000	1,692,000	90,000	14,000	30,000	3,878,000	548,000	200,000
Illinois Central R. R.	967,000	718,000	1,606,000	167,000	372,000	3,737,000	102,000	94,000
Chi. R. I. & Pacific Ry	5,000	1,000	.....	3,000	10,000	21,000	29,000	21,000
Chicago, B. & Q. R.R.	13,000	23,000	9,000	1,000	8,000	54,000	5,000	17,000
Chicago & Alton R. R.	77,000	1,213,000	198,000	30,000	109,000	1,627,000	325,000	277,000
Chi. & Eastern Ill. Ry	286,000	125,000	32,000	174,000	66,000	682,000	184,000	.....
Chicago, Milwaukee, St. Paul & Pacific R. R.	345,000	2,461,000	585,000	4,000	81,000	3,466,000	22,000	549,000
Wabash Ry.	908,000	644,000	428,000	6,000	83,000	1,764,000	208,000	536,000
Chi. Gt. Western Ry.	.....	.....	.....	.....	.....	.....	1,000	79,000
Atchison, Topeka & Santa Fe Ry.	7,000	19,000	2,000	.....	.....	28,000	22,000	5,000
Minn. St. Paul & Sault Ste. Marie Ry.	4,000	2,000	38,000	2,000	20,000	66,000	31,000	.....
Elgin, Joliet & E. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
Eastern and Southeastern Lines	8,280,000	10,669,000	18,150,000	1,475,000	1,731,000	40,455,000	3,486,000	1,123,000
Total by Rail	12,496,000	17,659,000	21,178,000	1,876,000	2,782,000	55,791,000	5,168,000	2,896,000
Total Shipments	25,170,000	98,680,000	22,669,000	1,967,000	2,956,000	152,342,000	7,051,000	5,201,000

1939 SHIPMENTS from Chicago

	Wheat Bu.	Corn Bu.	Oats Bu.	Rye Bu.	Barley Bu.	Total Bu.	Flour Brls.	Soy Beans Bu.
By Lake—								
To Buffalo	7,929,000	16,832,000	160,000	.....	.....	24,821,000	1,390,000	4,114,000
Erie		534,000				534,000	434,000	561,000
Ogdensburg		552,000				552,000	.....	.....
Oswego		1,191,000				1,191,000	.....	776,000
Detroit						.....	.....	70,000
Philadelphia		54,000				54,000	.....	.....
New York	60,000	36,000				96,000	.....	.....
Depot Harbor						.....	207,000	.....
Walkerville		105,000				105,000	.....	.....
Sorel	101,000					101,000	.....	.....
Tiffin	111,000	3,686,000	62,000			3,859,000	.....	.....
Sarnia		117,000				117,000	.....	.....
Kingston	345,000	355,000				700,000	.....	.....
Montreal	740,000	908,000				1,648,000	.....	1,331,000
Owen Sound		566,000				566,000	.....	.....
Toronto		572,000				572,000	.....	316,000
Collingwood		543,000				543,000	.....	.....
Pt. Colbourne	200,000	1,784,000				1,984,000	.....	1,220,000
Three Rivers	191,000	817,000				918,000	.....	1,485,000
Goderich		598,000	141,000			739,000	.....	.....
Midland		1,470,000	85,000			1,555,000	.....	235,000
Cardinal		198,000				198,000	.....	.....
Prescott		586,000				586,000	.....	.....
Pt. McNicoll		1,043,000				1,043,000	.....	167,000
Denmark						.....	.....	222,000
Total by Lake	9,487,000	32,535,000	449,000			42,471,000	2,031,000	10,467,000
By Illinois Waterways					16,000	16,000	.....	.....
By Rail—								
Chicago & North Western Ry.	925,000	1,339,000	52,000	25,000	145,000	2,509,000	551,000	130,000
Illinois Central R. R.	1,152,000	875,000	1,011,000	131,000	513,000	3,682,000	174,000	62,000
Chi., R. I. & Pacific Ry.	46,000	160,000	34,000	13,000	98,000	350,000	23,000	63,000
Chicago, B. & Q. R. R.	23,000	6,000	12,000	1,000	19,000	61,000	2,000	5,000
Chicago & Alton R. R.	42,000	107,000	110,000	5,000	107,000	371,000	96,000	79,000
Chi. & Eastern Ill. Ry.	54,000	31,000	26,000	527,000	168,000	806,000	130,000	11,000
Chicago, Milwaukee, St. Paul & Pacific R. R.	238,000	2,304,000	510,000	8,000	66,000	3,126,000	24,000	874,000
Wabash Ry.	746,000	728,000	518,000	9,000	157,000	2,158,000	228,000	587,000
Chi. Gt. Western Ry.	.....	2,000	.....	.....	.....	2,000	1,000	43,000
Atchison, Topeka & Santa Fe Ry.	11,000	13,000	6,000	6,000	6,000	42,000	20,000	2,000
Minn. St. Paul & Sault Ste. Marie Ry.	4,000	.....	23,000	.....	16,000	43,000	20,000	.....
Elgin, Joliet & E. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
Eastern & Southeastern Lines	10,665,000	16,079,000	18,012,000	1,162,000	1,396,000	47,314,000	3,948,000	1,311,000
Total by Rail	13,908,000	21,664,000	20,314,000	1,887,000	2,691,000	60,464,000	5,217,000	2,917,000
Total Shipments	23,395,000	54,199,000	20,763,000	1,987,000	2,707,000	102,951,000	7,248,000	13,384,000

Comparative costs in grain shipments from a 9½¢ IP Point, 5¢ Lake point, and a 3¢ barge point and direct trucking to Chicago.

	Via 9½¢ IP rate to Chicago	Via 5¢ Lake rate to Chicago	Via 3+¢ Barge rate to Chicago	Via truck direct to Chicago
Cost from farm to local river market by truck	01.00	01.00	01.00	
Local elevator expense	01.50	01.50	01.00	00.25
River elevator expense			01.50	
River elevator trimming expense on barges			00.38	
Freight to Chicago on corn	05.33	02.80	01.75	05.00
Weighing & Inspection charge	00.25	00.25	00.25	00.25
Commission in Chicago	01.00	01.00	00.50	01.00
***AS FAR AS 5¢ LAKE RATE AND TRUCKED CORN WILL GO; AS IT HAS NO FURTHER BILLING; SHOWS EXPENSE AS	(09.08)	(06.55)	(06.38)	(06.50)
26¢ New York rate from Chicago on corn per bu.	14.56		14.56	
Transfer charges in Chicago	02.00		02.00	
Total expenses	25.64		22.94	
SAVINGS TO THE FARMERS IN THE TERRITORY ADJACENT TO THE BARGE HAUL			02.69 ✓	
	25.64		25.64	

***CORN ON A 5¢ LAKE RATE OR BY TRUCK SELLS FROM ½¢ TO 2½¢ UNDER IP BILLING CORN

ALSO, showing from 12¢ rate points IP in comparison with 6½¢ lake rate to Chicago and 3¢ barge rate, ALSO, what direct buying by river houses could do to the local dealers.

	Via 12¢ IP rate to Chicago	Via 6½¢ lake rate to Chicago	Via 3+¢ rate on barge to Chicago	Via truck direct to Chicago	Direct river buying on 9½¢ IP rate	Direct river buying on 12¢ rate
Cost from farm to local river market by truck	01.00	01.00	02.50		01.00	02.50
Local elevator expense	01.50	01.50	01.00	00.25	00.25	00.25
River elevator expense			01.50		01.50	01.50
River elevator trimming expense on barges			00.38		00.38	00.38
Freight to Chicago on corn	06.72	03.64	01.75	07.00	01.75	01.75
Weighing & Inspection charge	00.25	00.25	00.25	00.25	00.25	00.25
Commission in Chicago	01.00	01.00	00.50	01.00	00.50	00.50
***AS FAR AS 5¢ LAKE RATE AND TRUCKED CORN WILL GO; AS IT HAS NO FURTHER BILLING; SHOWS EXPENSE AS	(10.47)	(07.39)	(07.88)	(08.50)	(05.63)	(07.13)
26¢ New York rate from Chicago on corn per bu.	14.56		14.56		14.56	14.56
Transfer charges in Chicago	02.00		02.00		02.00	02.00
Total expenses	27.03		24.44		22.19	23.69
SAVINGS TO THE FARMERS IN THE TERRITORY ADJACENT TO THE BARGE HAUL			02.59		03.45	03.34
	27.03		27.03		25.64	27.03

Chart showing items of expense on moving grain from the farm to Chicago and then on to New York.

Comparative expenses on different ways of moving grain and different rates.

W. H. Allen.
Morris Ills
Dec 14-1939.

Exhibit No.
I.C. S. Docket 4718
Witness

Statement showing production of Corn in Illinois and Indiana counties shown in Exhibit ( ) for the Crop Year 1938.

Illinois County	Production (In bushels)	Indiana County	Production (In bushels)
Bureau	9,560,000		
Cook	2,664,000		
DuPage	1,929,600		
Ford	5,734,000		
Grundy	4,730,000		
Iroquois	11,585,200	Benton	4,344,000
Kane	5,038,800	Jasper	3,506,300
Kankakee	6,516,000	Lake	2,253,500
Kendall	3,515,600	LaPorte	2,753,000
LaSalle	13,925,000	Newton	3,051,500
Lee	7,195,200	Porter	2,036,300
Livingston	12,487,000	Pulaski	2,288,500
McLean	14,565,000	Stark	1,734,700
Marshall	3,817,100	White	4,281,300
Peoria	4,753,200		
Putnam	1,555,200		
Tazewell	5,684,000		
Whiteside	6,910,000		
Will	8,109,000		
Woodford	5,756,400		
Total	136,030,300	Total	26,249,100

Total Corn Production Illinois 379,350,000 Bushels for Year 1938

Total Corn Production Indiana 173,389,000 Bushels for Year 1938

Authority - Illinois Cooperative Crop Reporting Service and Department Agricultural Statistics Purdue University, for Year 1938.

I.& S. Docket 4718
Witness
Exhibit No. 61

Statement Showing Rates on
Grain
from origins in Illinois and Indiana destined to New York, N.Y. and Buffalo, N.Y. All Rail as compared with Barge - Rail
(Rates shown in cents per 100 Pounds)

From ILLINOIS / TO		New York, N.Y. Distance		Rate		Buffalo, N.Y. Distance		Rate
Station	County	Rail (Short Line)	Rail (Via Chicago)	Domestic	Export	Rail (Short Line)	Rail (Via Chicago)	
				BARGE-RAIL				
LaSalle	LaSalle	958	*987			566	*594	
Morris	Grundy	921	*948	30 1/8	21 5/8	531	*555	25 5/8
Ottawa	LaSalle	943	*972			554	*579	
Seneca	LaSalle	931	*959			542	*566	
				ALL-RAIL				
Beaverville	Iroquois	899	961	34½	26	521	568	28½
Cazenovia	Woodford	978	1022	38	29½	578	629	32
Cedar Point	LaSalle	966	1044	38	29½	627	651	32
Deer Grove	Whiteside	1005	1005	38	29½	608	612	32
Delavan	Tazewell	988	1047	38	29½	615	654	32
Kempton	Ford	919	974	36½	28	-	-	-
LaRose	Marshall	968	1006	38	29½	588	613	32
Lexington	McLean	957	1000	38	29½	571	607	32
McNabb	Putnam	964	1038	38	29½	584	645	32
Malden	Bureau	975	988	38	29½	587	595	32
Mazon	Grundy	922	957	36	27½	539	564	30
Minier	Tazewell	974	1034	38	29½	601	641	32
Missal	Livingston	951	1011	36	27½	557	618	30
Mokena	Will	919	919	34½	26½	526	526	28½
Monee	Will	906	924	34½	26½	-	-	-
Naperville	DuPage	919	919	34½	26	526	526	28½
Normandy	Bureau	1010	1010	38	29½	618	617	32
Princeville	Peoria	997	1035	38	29½	617	642	32
Reddick	Kankakee	911	956	36	27½	531	563	30
Standard	Putnam	964	1042	38	29½	624	649	32
Steward	Lee	967	967	36½	28	574	574	30½
Shabbona	DeKalb	957	957	36	27½	564	564	30
Sugar Grove	Kane	935	935	34½	26	542	542	28½
Sinley Park	Cook	913	913	34½	26	520	520	28½
Walnut	Tazewell	985	999	38	29½	602	607	32
Watseka	Iroquois	888	968	35½	27	-	-	-
Yorkville	Kendall	940	940	35½	27	547	547	29½

From INDIANA / TO		New York, N.Y.				Buffalo, N.Y.		
		Distance		Rate		Distance		
Station	County	Rail (Short Line)	Rail (Via Chicago)	Domestic	Export	Rail (Short Line)	Rail (Via Chicago)	Rate
				ALL RAIL				
Belshaw	Lake	874	937	34½	26	493	544	28½
Fowler	Benton	869	991	34½	26	504	598	28½
Hebron	Porter	857	-	34	26	473	-	27
Knox	Stark	824	-	34	26	444	-	25
LaPorte	LaPorte	840	-	34	26	440	-	25
Monticello	White	871	989	34	26	460	596	27
Morocco	Newton	885	959	34½	26	503	566	28½
Rensselaer	Jasper	897	963	34	26	485	570	28
Winnamac	Pulaski	844	-	34	26	468	-	27

*Barge to Chicago, Ill., Rail Beyond.

Tariff Authority For Rates

B. T. Jones	I.C.C.	3356
N.Y.C.	"	1939
C.C.C.& St.L.	"	8855
L.E.Kipp	"	A-2852
CI&L	"	4559
P.R.R.	"	1861

Tariff Authority for Mileages

Carrier	ICC No.
AT&SF Ry	12714
B&O RR	22070
CRRofNJ	5033
C&A RR	89
C&NW Ry	9986
CB&Q RR	17392
CRI&P Ry	C-11924
CMStP&P RR	B- 6113
DL&W RR	22030
Erie RR	A- 5634
Ill.Cent.RR	7614
LV RR	C- 8325
NYC System	LS-1536
NYC&StL RR	1332
Pennsylvania RR	2398
Reading Co	1110
Wabash Ry	6442

I. & S. DOCKET NO. 4718
EXHIBIT NO. 63
WITNESS: W. G. OLIPHANT

BULK GRAIN MOVEMENTS VIA FEDERAL BARGE LINES
(Net Tons)
AUTHORITY: Accounting Department Records

FROM		TO	C.C.C. CLASSN	COM.	1933	1934	1935	1936	1937	1938	1939
		Chicago	10	Wheat		2385					
Burlington,	Ia.	St. Louis	10	Wheat			299			2990	
			20	Corn						223	
			10	Wheat				2094			
Chicago,	Ill.	St. Louis	40	Rye	6042	906	430				
			10	Wheat						513	240
Cora Island,	Mo.	St. Louis	20	Corn				28		73	22
Davenport,	Ia.	St. Louis	20	Corn		140				1108	574
E.St.Louis,	Ill.	Chicago	10	Wheat					5842	2400	1500
			10	Wheat						294	3448
Glasgow,	Mo.	St. Louis	20	Corn						106	1121
			10	Wheat	438		353		359	371	2348
		St. Louis	20	Corn			619	976		1219	3159
Havana,	Ill.		40	Rye						374	606
			10	Wheat	350	5699	707	6604	5893		
		Chicago	20	Corn	265	2794			2451		
		Chicago	10	Wheat							1480
Kampville,	Ill.	St. Louis	10	Wheat							2117
		Chicago	10	Wheat			2728		16368	1198	40312
			10	Wheat						7709	7663
Kansas City,	Mo.	St. Louis	20	Corn							892
		Chicago	10	Wheat			255				
			20	Corn			85				
Keithsburg,	Ill.		10	Wheat						153	1710
		St. Louis	20	Corn						8	293
			10	Wheat					725		
		Chicago	20	Corn		717					
Lacon,	Ill.		30	Oats					264		
			20	Corn	811					311	
		St. Louis	30	Oats							317
Leavenworth,	Kan.	Chicago	10	Wheat			2699				
Minneapolis,	Minn.	St. Louis	40	Barley				2691	160		
Montezuma,	Ill.	Chicago	10	Wheat		2753	215	1455	1670		
		St. Louis	10	Wheat							2387
			20	Corn		1058	12069	23942	3286		
Morris,	Ill.	Chicago	30	Oats			255	198	991		
		St. Louis	20	Corn				2009			
Muscatine,	Ia.	St. Louis	20	Corn						384	
			10	Wheat				417			462
Naples,	Ill.	St. Louis	20	Corn							426
			10	Wheat			158	1027	218		
		Chicago	20	Corn	393		179				
Oquawka,	Ill.		30	Oats					56		
			10	Wheat			217	341	348	516	791
		St. Louis	20	Corn			115			91	421
Pekin,	Ill.	St. Louis	20	Corn		335					
		Chicago	10	Wheat			2992		2709	2245	
Peoria,	Ill.	Chicago	20	Corn	300						
Peru,	Ill.	Chicago	20	Corn	360						
St. Louis,	Mo.	Chicago	10	Wheat	2989	30366	10025	1994	12427		
			10	Wheat	3628	152					
			20	Corn	1947	419					
St. Paul,	Minn.	St. Louis	30	Oats	3083	138		400			
			40	Barley	2659			1880			
			10	Wheat						1552	8201
Waverly,	Mo.	St. Louis	20	Corn						708	449
			30	Oats						94	
ALL PORTS (Total)		Chicago			4657	45772	32367	35220	52900	5843	43292
		St. Louis			18608	1964	2033	10636	867	18797	37647

EXHIBIT NO. 67
WITNESS J. J. Schimmel

SCHEDULE OF RATES APPLYING ON GRAIN COMPARING INDEPENDENT BARGE AND FEDERAL BARGE RATES WITH RAIL INTRASTATE AND RAIL ILLINOIS PROPORTIONAL RATES FROM ORIGINS SPECIFIED ON ILLINOIS, MISSISSIPPI AND MISSOURI RIVERS

RATES IN CENTS PER HUNDRED POUNDS

FROM	BARGE MILEAGE (NOTE A)	INDEPENDENT BARGE (NOTE B)	FEDERAL BARGE (NOTE C)	RAIL INTRASTATE (NOTE D)	RAIL ILLINOIS PROPORTIONAL (NOTE E)	RAIL MILEAGE
TO CHICAGO, ILLINOIS						
Morris, Ill. •Trimming - Chicago	57.7	3.125 .625 3.75	6.50 Z .625 7.125	5.0 - 5.0	9.5 - 9.5	61.3
Seneca, Ill. •Trimming - Chicago	68.0	3.125 .625 3.75	6.50 Z .625 7.125	5.5 - 5.5	9.5 - 9.5	71.5
Ottawa, Ill. •Trimming - Chicago	81.6	2.75 .625 3.375	6.50 Z .625 7.125	5.5 - 5.5	10.0 - 10.0	84.1
LaSalle, Ill. •Trimming - Chicago	96.9	2.675 .625 3.30	6.50 Z .625 7.125	9.0 - 9.0	12.0 - 12.0	98.5
Hennepin, Ill. •Trimming - Chicago	113.5	3.0 .625 3.625	6.50 Z .625 7.125	- - -	- - -	-
Henry, Ill. •Trimming - Chicago	125.4	3.5 .625 4.125	6.50 Z .625 7.125	- - -	12.0 - 12.0	127.2
Lacon, Ill. •Trimming - Chicago	131.9	3.5 .625 4.125	6.50 Z .625 7.125	- - -	12.0 - 12.0	128.5
Chillicothe, Ill. •Trimming - Chicago	140.0	3.5 .625 4.125	6.50 Z .625 7.125	- - -	12.0 - 12.0	142.2
Peoria, Ill. •Trimming - Chicago	158.4	4.0 .625 4.625	6.50 Z .625 7.125	- - -	12.0 - 12.0	160.6
Pekin, Ill. •Trimming - Chicago	168.2	4.0 .625 4.625	6.50 Z .625 7.125	- - -	12.0 - 12.0	169.9
Havana, Ill. •Trimming - Chicago	200.9	4.5 .625 5.125	6.50 Z .625 7.125	- - -	12.0 - 12.0	200.8
St. Louis, Mo. •Trimming - Chicago	359.0	- - -	6.50 Z .625 7.125	- - -	15.0 - 15.0	282.4
Kansas City, Mo. •Trimming - Chicago	722.2	- - -	10.75 Y .625 11.375	- - -	16.0 - 16.0	452

Z - 6¢ per hundred rate applies on bulk grain minimum weight 1,500 tons.
7¢ per hundred rate applies on bulk grain minimum weight 1,000 tons.
Both rates apply from or to elevators located on Calumet River and handled via Lake Michigan or the Sag Canal, and also from or to elevators located on the Chicago River, including north or south branches thereof.

Y - Rate of 10.75¢ per hundred is made on combination 4.25¢per hundred pounds, minimum 140 tons Kansas City, Mo. to St.Louis,Mo.plus 6.50¢ per hundred pounds minimum 1,500 tons. The combination rate applies from or to elevators on Calumet River and handled via Lake Michigan or the Sag Canal and also from or to elevators located on the Chicago River, including North and South Branches thereof.

* - The trimming charge at Chicago, Ill., .625¢ as shown, is assessed by the Chicago Grain Trimmers Assn. whoperform the trimming service for unloading all barge grain. They maintain charges of $4.25 per 1,000 bushels on barges under 20,000 bushels, and $3.50 per 1,000 bushels on barges of 20,000 bushels or more. The Chicago Grain Trimmers Assn. furnish the man power to operate the power shovels which pull the grain from the hold of the barge to the marine leg. The power and shovels are maintained by the elevator oporator.

NOTE A - Barge mileages measure from origin point to mouth of Illinois River, Michigan Avenue Bridge. Official light list of United States Department of Commerce as of 1937.

EXHIBIT NO.
WITNESS J. J. Schimmel

NOTE B - The independent barge lines who maintain a regular service and rates are as follows: John I. Hay Company, Chicago, Ill.; Barry Barge Line, Chicago, Ill.; and A. L. Mechling Barge Line, Joliet, Ill. The rates shown include only the cost of transporting the grain from origin point to Chicago, Ill., and do not include loading grain into barges or unloading grain from barges. In some instances, the barge lines name rates in cents per bushel, and in other instances in cents per hundred pounds. To simplify, the rates named by barge lines on basis of per bushel have been reduced to cents per hundred to apply on corn only. In such instances where the rates are named in cents per bushel and reduced to cents per hundred pounds, namely, Morris, Seneca and LaSalle, Ill., if we were to calculate on wheat, the independent barge rate on wheat and soya beans from Morris and Seneca, Ill. would be 2.915¢, or .335¢ less than corn, and the rate from LaSalle, Ill. on wheat and soya beans would be 2.5¢ per hundred or .025¢ less than corn.

NOTE C - Bulk grain rates published by the Federal Barge Lines are port to port rates and do not include switching to riverside front or elevator, nor elevation at origin point, nor do they include unloading, switching or elevation at port of destination.

NOTE D - Rail intrastate rates are applicable only on traffic originating at or destined to points located in Illinois and handled wholly within the State of Illinois, and apply on corn only. No transit privilege will be accorded. Also, rates are published to expire June 30, 1940, unless sooner cancelled, changed or extended.

NOTE E - Rail Illinois proportional rates are published by the origin carrier and are the applicable specific division to Chicago of the through rate to destination named in Agent B. T. Jones' Tariff 245-G. The so called even rate points are published in the same manner, but in this instance, the local and the specific rates are the same. Such even rate origin rates may be applied interstate without penalty.

TARIFF AUTHORITIES

C.R.I.P. Ry. Tariff 34560-B	-	I.C.C. No. C-12847
Alton R.R. Tariff 1604-O	-	I.C.C. No. 208
I.C. R.R. Tariff 1537-K	-	I.C.C. No. A-11148
Federal Barge Tariff 12-Z	-	
C.R.I.P. Ry. Tariff 33300	-	I.C.C. No. C-11924
Alton R.R. Tariff 250-E	-	I.C.C. No. 90
C.I.M. R.R. Tariff 20-C	-	I.C.C. No. B-271
A.T.S.F. Ry. Tariff 9000-C	-	I.C.C. No. 12714
L.E.Kipp, W.T.L.Tariff 332-B	-	I.C.C. No. A-2942

EXHIBIT NO. 68

WITNESS J. J. Schimmel

SCHEDULES SHOWING PROPORTIONAL, RESHIPPING AND LOCAL RATES ON GRAIN, ALSO MILEAGES FROM CHICAGO, ILLINOIS, PEORIA, ILLINOIS AND ST. LOUIS, MISSOURI, TO DESTINATIONS IN CENTRAL FREIGHT ASSOCIATION, NEW ENGLAND, TRUNK LINE AND VIRGINIA CITIES TERRITORIES

RATES IN CENTS PER HUNDRED POUNDS

FROM CHICAGO, ILLINOIS

	SEPARATELY PUBLISHED RATE FACTORS APPLICABLE FROM BEYOND					
C.F.A. TERRITORY	TRANS-MISSISIPPI RIVER (Note 20) (Note 50) 535-A	NORTHWEST (Note 40-535-A)	RESHIPPING (Note 45 - 535-A)	PROPORTIONAL (Note 20 - 245 F & G)	LOCAL	MILEAGE
TO : Buffalo, N. Y.	18.5	21.5	20.0		28.5	498
Cincinnati, O.	12.5	15.5	13.5		20.5	282.2
Circleville, O.	14.5	17.5	19.0		25.0	320.7
Detroit. Mich.	12.5	15.5	15.0		17.0	266.5
Indianapolis, Ind.	11.5	14.5	12.0		17.0	180.9
Louisville, Ky.	16.0	17.5	15.0		22.0	290.9
Pittsburgh, Pa.	18.5	21.5	20.0		28.5	454
Toledo, O.	12.5	15.5	15.0		17.0	229.1
NEW ENGLAND TERRITORY						
TO : Boston, Mass. (Domestic)				28.0	36.5	972
Boston, Mass. (Export)				17.5	26.0	972
Portland, Me. (Domestic)				28.0	36.5	1044
Portland, Me. (Export)				17.5	26.0	1044
TRUNK LINE TERRITORY						
TO : Philadelphia, Pa. (Domestic)				24.0	32.5	810
Philadelphia, Pa. (Export)				16.5	25.0	810
New York, N. Y. (Domestic)				26.0	34.5	890
New York, N. Y. (Export)				17.5	26.0	890
VIRGINIA CITIES TERRITORY						
TO : Baltimore, Md. (Domestic)				23.0	31.5	761
Baltimore, Md. (Export)				16.0	24.5	761
Norfolk, Va. (Domestic)				23.0	31.5	914
Norfolk, Va. (Export)				16.0	24.5	914

FROM PEORIA, ILLINOIS

	SEPARATELY PUBLISHED RATE FACTORS APPLICABLE FROM BEYOND					
C.F.A. TERRITORY	TRANS-MISSISIPPI RIVER (Note 20 - 535-A)	NORTHWEST (Note 40-535-A)	RESHIPPING (Note 45 - 535-A)	PROPORTIONAL	LOCAL	MILEAGE
TO : Buffalo, N. Y.	20.5	21.5	22.0		32.0	611
Cincinnati, O.	14.5	15.5	14.0		18.0	313.3
Circleville, O.	16.5	17.5	20.0		25.0	384.2
Detroit, Mich.	14.5	15.5	16.0		22.0	380.1
Indianapolis, Ind.	13.5	14.5	12.0		17.0	203.6

TO : Boston, Mass. (Domestic)	30.0	28.0	30.0		40.0	1083
Boston, Mass. (Export)	19.5	17.5	19.5		29.5	1083
Portland, Me. (Domestic)	30.0	28.0	30.0		40.0	1155
Portland, Me. (Export)	19.5	17.5	19.5		29.5	1155
TRUNK LINE TERRITORY						
TO : Philadelphia, Pa. (Domestic)	26.0	24.0	26.0		36.0	908
Philadelphia, Pa. (Export)	18.5	16.5	18.5		28.5	908
New York, N. Y. (Domestic)	28.0	26.0	28.0		38.0	988
New York, N. Y.	19.5	17.5	19.5		29.5	988
VIRGINIA CITIES TERRITORY						
TO : Baltimore, Md. (Domestic)	25.0	23.0	25.0		35.0	843
Baltimore, Md. (Export)	18.0	16.0	18.0		28.0	843
Norfolk, Va. (Domestic)	25.0	23.0	25.0		35.0	972
Norfolk, Va (Export)	18.0	16.0	18.0		28.0	972

FROM ST. LOUIS, MISSOURI

SEPARATELY PUBLISHED RATE FACTORS APPLICABLE FROM BEYOND

C.F.A. TERRITORY	TRANS-MISSISSIPPI RIVER	NORTHWEST	RESHIPPING	PROPORTIONAL (Note 25 - 535-A)	LOCAL	MILEAGE
TO : Buffalo, N. Y.				24.0	32.0	702.6
Cincinnati, O.				15.5	19.0	338.7
Circleville, O.				18.5	22.0	420.6
Detroit, Mich.				16.0	22.0	475.3
Indianapolis, Ind.				13.0	17.0	239.4
Louisville, Ky.				14.0	19.0	263.6
Pittsburgh, Pa.				24.0	32.0	603.6
Toledo, O.				16.0	22.0	431.2

FROM ST. LOUIS, MISSOURI

SEPARATELY PUBLISHED RATE FACTORS APPLICABLE FROM BEYOND

	TRANS-MISSISSIPPI RIVER	NORTHWEST	RESHIPPING	PROPORTIONAL (Note 50 - 245 P & C)	LOCAL	MILEAGE
NEW ENGLAND TERRITORY						
TO : Boston, Mass. (Domestic)				32.0	40.0	1174
Boston, Mass. (Export)				21.5	29.5	1174
Portland, Me. (Domestic)				32.0	40.0	1246
Portland, Me. (Export)				21.5	29.5	1246
TRUNK LINE TERRITORY						
TO : New York, N. Y. (Domestic)				30.0	38.0	1040
New York, N. Y. (Export)				21.5	29.5	1040
Philadelphia, Pa. (Domestic)				28.0	36.0	960
Philadelphia, Pa. (Export)				20.5	28.5	960
VIRGINIA CITIES TERRITORY						
TO : Baltimore, Md. (Domestic)				27.0	35.0	896
Baltimore, Md. (Export)				20.0	28.0	896
Norfolk, Va. (Domestic)				27.0	35.0	997
Norfolk, Va. (Export)				20.0	28.0	997

EXHIBIT NO. 69
WITNESS J. J. Schimmel

SCHEDULE OF RATES APPLYING ON GRAIN FROM ILLINOIS & MISSOURI RIVER ORIGINS COMPARING INDEPENDENT BARGE-RAIL AS AT PRESENT AND PROPOSED WITH THE ALL-RAIL RATES TO VARIOUS DESTINATIONS SHOWN IN CENTRAL FREIGHT ASSOCIATION, NEW ENGLAND, TRUNK LINE AND VIRGINIA CITIES TERRITORIES

RATES IN CENTS PER HUNDRED POUNDS

FROM MORRIS AND SENECA, ILLINOIS

TO	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)		PROPOSED BARGE-RAIL (NOTE A)		ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
(Buffalo, N. Y.	M 555.7	Barge to Chicago	3.75	Barge to Chicago	3.75	M 559.3	I.P.Rail to Chicago	9.5	
(	S 566	Rail beyond Chicago	21.5 NW Propl.	Rail beyond Chicago	28.5 Local	S 569.5	Rail beyond Chicago	20.0	Reshipping
(Pittsburgh, Pa.	M 501.7		25.25 Thru		32.25 Thru	M 515.3		29.5	Thru
(	S 522					S 525.5			
More or less than all-rail			4.25 Less		2.75 More				
Cincinnati, O.	M 339.9	Barge to Chicago	3.75	Barge to Chicago	3.75	M 343.5	I.P.Rail to Chicago	9.5	
	S 350.2	Rail beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	20.5 Local	S 353.7	Rail beyond Chicago	13.5	Reshipping
			19.25 Thru		24.25 Thru			23.0	Thru
More or less than all-rail			3.75 Less		1.25 More				
Circleville, O.	M 378.4	Barge to Chicago	3.75	Barge to Chicago	3.75	M 382	I.P.Rail to Chicago	9.5	
	S 388.7	Rail beyond Chicago	17.5 NW Propl.	Rail beyond Chicago	26.0 Local	S 392.2	Rail beyond Chicago	19.0	Reshipping
			21.25 Thru		28.75 Thru			28.5	Thru
More or less than all-rail			7.25 Less		.25 More				
Detroit, Mich.	M 324.2	Barge to Chicago	3.75	Barge to Chicago	3.75	M 327.8	I.P.Rail to Chicago	9.5	
	S 334.5	Rail beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	17.0 Local	S 338	Rail beyond Chicago	15.0	Reshipping
			19.25 Thru		20.75 Thru			24.5	Thru
More or less than all-rail			5.25 Less		3.75 Less				
Indianapolis, Ind.	M 238.6	Barge to Chicago	3.75	Barge to Chicago	3.75	M 242.2	I.P.Rail to Chicago	9.5	
	S 248.9	Rail beyond Chicago	14.5 NW Propl.	Rail beyond Chicago	17.0 Local	S 252.4	Rail beyond Chicago	12.0	Reshipping
			18.25 Thru		20.75 Thru			21.5	Thru
more or less than all-rail			3.25 Less		.75 Less				
Louisville, Ky.	M 348.6	Barge to Chicago	3.75	Barge to Chicago	3.75	M 352.2	I.P.Rail to Chicago	9.5	
	S 358.9	Rail beyond Chicago	17.5 NW Propl.	Rail beyond Chicago	22.0 Local	S 362.4	Rail beyond Chicago	12.5	Transit Balance
			21.25 Thru		25.75 Thru			22.0	Thru
More or less than all-rail			.75 Less		3.75 More				
Toledo, O.	M 286.9	Barge to Chicago	3.75	Barge to Chicago	3.75	M 290.4	I.P.Rail to Chicago	9.5	
	S 297.1	Rail beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	17.0 Local	S 300.6	Rail beyond Chicago	15.0	Reshipping
			19.25 Thru		20.75 Thru			24.5	Thru
More or less than all-rail			5.25 Less		3.75 Less				
(Boston, Mass.)	M 1029.7	Barge to Chicago	3.75	Barge to Chicago	3.75	M 1033.3	I.P.Rail to Chicago	9.5	
( ) DOMESTIC	S 1040	Rail beyond Chicago	28.0 Reshipping	Rail beyond Chicago	36.5 Local	S 1043.5	Rail beyond Chicago	28.0	Reshipping
(Portland, Me.)	M 1101.7		31.75 Thru		40.25 Thru	M 1105.3		37.5	Thru
( )	S 1112					S 1116.5			
More or less than all-rail			6.75 Less		2.75 More				
(Boston, Mass.)	M 1029.7	Barge to Chicago	3.75	Barge to Chicago	3.75	M 1033.3	I.P.Rail to Chicago	9.5	
( ) EXPORT	S 1040	Rail beyond Chicago	17.5 Reshipping	Rail beyond Chicago	26.0 Local	S 1043.5	Rail beyond Chicago	17.5	Reshipping
(Portland, Me.)	M 1101.7		21.25 Thru		28.75 Thru	M 1105.3		27.0	Thru
( )	S 1112					S 1116.5			
More or less than all-rail			6.75 Less		2.75 More				
Philadelphia, Pa. (DOMESTIC)	M 867.7	Barge to Chicago	3.75	Barge to Chicago	3.75	M 871.3	I.P.Rail to Chicago	9.5	
	S 878	Rail beyond Chicago	24.0 Reshipping	Rail beyond Chicago	32.5 Local	S 881.5	Rail beyond Chicago	24.0	Reshipping
			27.75 Thru		36.25 Thru			33.5	Thru
More or less than all-rail			5.75 Less		2.75 More				
Philadelphia, Pa. (EXPORT)	M 867.7	Barge to Chicago	3.75	Barge to Chicago	3.75	M 871.3	I.P.Rail to Chicago	9.5	
	S 878	Rail beyond Chicago	16.5 Reshipping	Rail beyond Chicago	25.0 Local	S 881.5	Rail beyond Chicago	16.5	Reshipping
			20.25 Thru		28.75 Thru			26.0	Thru
More or less than all-rail			5.75 Less		2.75 More				
New York, N. Y. (DOMESTIC)	M 947.7	Barge to Chicago	3.75	Barge to Chicago	3.75	M 951.3	I.P.Rail to Chicago	9.5	
	S 958	Rail beyond Chicago	22.0 Reshipping	Rail beyond Chicago	34.5 Local	S 961.5	Rail beyond Chicago	26.0	Reshipping
			25.75 Thru		34.25 Thru			35.5	Thru
More or less than all-rail			5.75 Less		2.75 More				

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EXHIBIT NO.
WITNESS J. J. Schimmel

FROM MORRIS AND SENECA, ILLINOIS

	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)		PROPOSED BARGE-RAIL (NOTE A)		ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
TO : New York, N. Y. (EXPORT)	M 947.7 S 958	Barge to Chicago 3.75 Rail beyond Chicago 17.5 Reshipping 21.25 Thru 5.75 Less		Barge to Chicago 3.75 Rail beyond Chicago 24.0 Local 28.75 Thru 2.75 More		M 951.3 S 961.5	I.P.Rail to Chicago 9.5 Rail beyond Chicago 17.5 27.0	Reshipping Thru
More or less than all-rail								
(Baltimore, Md.) (DOMESTIC)	M 838.7 S 829	Barge to Chicago 3.75 Rail beyond Chicago 23.0 Reshipping 26.75 Thru		Barge to Chicago 3.75 Rail beyond Chicago 31.5 Local 35.25 Thru		M 822.3 S 832.5	I.P.Rail to Chicago 9.5 Rail beyond Chicago 23.0 32.5	Reshipping Thru
(Norfolk, Va.)	M 971.7 S 982					M 975.3 S 985.5		
More or less than all-rail		6.75 Less		2.75 More				
(Baltimore, Md.) (EXPORT)	M 838.7 S 829	Barge to Chicago 3.75 Rail beyond Chicago 10.0 Reshipping 13.75 Thru		Barge to Chicago 3.75 Rail beyond Chicago 24.5 Local 28.25 Thru		M 822.3 S 832.5	I.P.Rail to Chicago 9.5 Rail beyond Chicago 16.0 25.5	Reshipping Thru
(Norfolk, Va.)	M 971.7 S 982					M 975.3 S 985.5		
More or less than all-rail		6.75 Less		2.75 More				

- FROM OTTAWA, ILLINOIS -

	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)		PROPOSED BARGE-RAIL (NOTE A)		ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
TO : Buffalo, N. Y.) Pittsburgh, Pa.)	579.6 535.6	Barge to Chicago 3.375 Rail beyond Chicago 21.5 NW Propl. 24.875 Thru 5.125 Less		Barge to Chicago 3.375 Rail beyond Chicago 28.5 Local 31.875 Thru 1.875 More		582.2 538.1	I.P.Rail to Chicago 10 Rail beyond Chicago 20 30	Reshipping Thru
More or less than all-rail								
Cincinnati, O.	363.8	Barge to Chicago 3.375 Rail beyond Chicago 15.5 NW Propl. 18.875 Thru 3.125 Less		Barge to Chicago 3.375 Rail beyond Chicago 20.5 Local 23.875 Thru 1.875 More		366.3	I.P.Rail to Chicago 10 Rail beyond Chicago 12 22	Transit Balance Thru
More or less than all-rail								
Circleville, O.	402.3	Barge to Chicago 3.375 Rail beyond Chicago 17.5 NW Propl. 20.875 Thru 8.125 Less		Barge to Chicago 3.375 Rail beyond Chicago 25.0 Local 28.375 Thru .625 Less		404.8	I.P.Rail to Chicago 10 Rail beyond Chicago 19 29	Reshipping Thru
More or less than all-rail								
Detroit, Mich.	348.1	Barge to Chicago 3.375 Rail beyond Chicago 15.5 NW Propl. 18.875 Thru 6.125 Less		Barge to Chicago 3.375 Rail beyond Chicago 17.0 Local 20.375 Thru 4.625 Less		350.6	I.P.Rail to Chicago 10 Rail beyond Chicago 15 25	Reshipping Thru
More or less than all-rail								
Indianapolis, Ind.	262.5	Barge to Chicago 3.375 Rail beyond Chicago 14.5 NW Propl. 17.875 Thru 2.125 Less		Barge to Chicago 3.375 Rail beyond Chicago 17.0 Local 20.375 Thru .375 More		265	I.P.Rail to Chicago 10 Rail beyond Chicago 10 20	Transit Balance Thru
More or less than all-rail								
Louisville, Ky.	372.5	Barge to Chicago 3.375 Rail beyond Chicago 17.5 NW Propl. 20.875 Thru 1.125 Less		Barge to Chicago 3.375 Rail beyond Chicago 22.0 Local 25.375 Thru 3.375 More		375	I.P.Rail to Chicago 10 Rail beyond Chicago 12 22	Transit Balance Thru
More or less than all-rail								
Toledo, O.	310.7	Barge to Chicago 3.375 Rail beyond Chicago 15.5 NW Propl. 18.875 Thru 6.125 Less		Barge to Chicago 3.375 Rail beyond Chicago 17.0 Local 20.375 Thru 4.625 Less		313.2	I.P.Rail to Chicago 10 Rail beyond Chicago 15 25	Reshipping Thru
More or less than all-rail								
(Boston, Mass.) (DOMESTIC)	1053.6	Barge to Chicago 3.375 Rail beyond Chicago 28.0 Reshipping 31.875 Thru 6.625 Less		Barge to Chicago 3.375 Rail beyond Chicago 36.5 Local 39.875 Thru 1.875 More		1056.1	I.P.Rail to Chicago 10 Rail beyond Chicago 28 38	Reshipping Thru
(Portland, Me.)	1125.6					1126.1		
More or less than all-rail								

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FROM OTTAWA, ILLINOIS

TO	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
Boston, Mass.) EXPORT Portland, Me.)	1053.6 1125.6	Barge to Chicago Rail beyond Chicago	3.375 17.5 20.875 Thru 6.625 Less	Reshipping	Barge to Chicago Rail beyond Chicago	3.375 26.0 29.375 Thru 1.875 More	Local	1056.1 1128.1	I.P.Rail to Chicago Rail beyond Chicago	10 17.5 27.5	Reshipping Thru
More or less than all-rail											
Philadelphia, Pa. (DOMESTIC)	891.6	Barge to Chicago Rail beyond Chicago	3.375 24.0 27.375 Thru 6.625 Less	Reshipping	Barge to Chicago Rail beyond Chicago	3.375 32.5 35.875 Thru 1.875 More	Local	894.1	I.P.Rail to Chicago Rail beyond Chicago	10 24 34	Reshipping Thru
More or less than all-rail											
Philadelphia, Pa. (EXPORT)	891.6	Barge to Chicago Rail beyond Chicago	3.375 16.5 19.875 Thru 6.625 Less	Reshipping	Barge to Chicago Rail beyond Chicago	3.375 25.0 28.375 Thru 1.875 More	Local	894.1	I.P.Rail to Chicago Rail beyond Chicago	10 16.5 26.5	Reshipping Thru
More or less than all-rail											
New York, N. Y. (DOMESTIC)	971.6	Barge to Chicago Rail beyond Chicago	3.375 26.0 29.375 Thru 6.625 Less	Reshipping	Barge to Chicago Rail beyond Chicago	3.375 34.5 37.875 Thru 1.875 More	Local	974.1	I.P.Rail to Chicago Rail beyond Chicago	10 26 36	Reshipping Thru
More or less than all-rail											
New York, N. Y. (EXPORT)	971.6	Barge to Chicago Rail beyond Chicago	3.375 17.5 20.875 Thru 6.625 Less	Reshipping	Barge to Chicago Rail beyond Chicago	3.375 26.0 29.375 Thru 1.875 More	Local	974.1	I.P.Rail to Chicago Rail beyond Chicago	10 17.5 27.5	Reshipping Thru
More or less than all-rail											
Baltimore, Md.) DOMESTIC Norfolk, Va.)	842.6 995.6	Barge to Chicago Rail beyond Chicago	3.375 23.0 26.375 Thru 6.625 Less	Reshipping	Barge to Chicago Rail beyond Chicago	3.375 31.5 34.875 Thru 1.875 More	Local	845.6 998.1	I.P.Rail to Chicago Rail beyond Chicago	10 23 33	Reshipping Thru
More or less than all-rail											
Baltimore, Md.) EXPORT Norfolk, Va.)	842.6 995.6	Barge to Chicago Rail beyond Chicago	3.375 16.0 19.375 Thru 6.625 Less	Reshipping	Barge to Chicago Rail beyond Chicago	3.375 24.5 27.875 Thru 1.875 More	Local	845.6 998.1	I.P.Rail to Chicago Rail beyond Chicago	10 16 26	Reshipping Thru
More or less than all-rail											

- - FROM LASALLE, ILLINOIS - -

TO	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
Buffalo, N. Y.) Pittsburgh, Pa.)	594.9 550.9	Barge to Chicago Rail beyond Chicago	3.30 21.5 24.80 Thru 7.20 Less	NW Propl.	Barge to Chicago Rail beyond Chicago	3.30 28.5 31.80 Thru .20 Less	Local	596.5 552.5	I.P.Rail to Chicago Rail beyond Chicago	12 20 32	Reshipping Thru
More or less than all-rail											
Cincinnati, O.	379.1	Barge to Chicago Rail beyond Chicago	3.30 15.5 18.80 Thru 3.20 Less	NW Propl.	Barge to Chicago Rail beyond Chicago	3.30 20.5 23.80 Thru 1.80 More	Local	380.7	I.P.Rail to Chicago Rail beyond Chicago	12 10 22	Transit Balance Thru
More or less than all-rail											
Circleville, O.	417.6	Barge to Chicago Rail beyond Chicago	3.30 17.5 20.80 Thru 8.20 Less	NW Propl.	Barge to Chicago Rail beyond Chicago	3.30 26.0 28.30 Thru .70 Less	Local	419.2	I.P.Rail to Chicago Rail beyond Chicago	12 17 29	Transit Balance Thru 6th Class
More or less than all-rail											
Detroit, Mich.	363.4	Barge to Chicago Rail beyond Chicago	3.30 15.5 18.80 Thru 8.20 Less	NW Propl.	Barge to Chicago Rail beyond Chicago	3.30 17.0 20.30 Thru 6.70 Less	Local	365	I.P.Rail to Chicago Rail beyond Chicago	12 15 27	Reshipping Thru
More or less than all-rail											
Indianapolis, Ind.	277.8	Barge to Chicago Rail beyond Chicago	3.30 14.5 17.80 Thru 1.20 Less	NW Propl.	Barge to Chicago Rail beyond Chicago	3.30 17.0 20.30 Thru 1.30 More	Local	279.4	I.P.Rail to Chicago Rail beyond Chicago	12 7 19	Transit Balance Thru
More or less than all-rail											

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FROM LASALLE, ILLINOIS

DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
337.8	Barge to Chicago	3.30		Barge to Chicago	3.30		389.4	I.P.Rail to Chicago	12	
	Rail beyond Chicago	17.5	NW Propl.	Rail beyond Chicago	22.0	Local		Rail beyond Chicago	10	Transit Balance
		20.80	Thru		25.30	Thru			22	Thru
		1.20	Less		3.30	More				
326	Barge to Chicago	3.30		Barge to Chicago	3.30		327.6	I.P.Rail to Chicago	12	
	Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	15	Reshipping
		18.80	Thru		20.30	Thru			27	Thru
		8.20	Less		6.70	Less				
1068.9	Barge to Chicago	3.30		Barge to Chicago	3.30		1070.5	I.P.Rail to Chicago	12	
1140.9	Rail beyond Chicago	28.0	Reshipping	Rail beyond Chicago	36.5	Local	1142.5	Rail beyond Chicago	28	Reshipping
		31.30	Thru		39.80	Thru			40	Thru
		8.70	Less		.20	Less				
1068.9	Barge to Chicago	3.30		Barge to Chicago	3.30		1070.5	I.P.Rail to Chicago	12	
1140.9	Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local	1142.5	Rail beyond Chicago	17.5	Reshipping
		20.80	Thru		29.30	Thru			29.5	Thru
		8.70	Less		.20	Less				
906.9	Barge to Chicago	3.30		Barge to Chicago	3.30		908.5	I.P.Rail to Chicago	12	
	Rail beyond Chicago	24.0	Reshipping	Rail beyond Chicago	32.5	Local		Rail beyond Chicago	24	Reshipping
		27.30	Thru		35.80	Thru			38	Thru
		8.70	Less		.20	Less				
906.9	Barge to Chicago	3.30		Barge to Chicago	3.30		908.5	I.P.Rail to Chicago	12	
	Rail beyond Chicago	16.5	Reshipping	Rail beyond Chicago	25.0	Local		Rail beyond Chicago	16.5	Reshipping
		19.80	Thru		28.30	Thru			28.5	Thru
		8.70	Less		.20	Less				
986.9	Barge to Chicago	3.30		Barge to Chicago	3.30		988.5	I.P.Rail to Chicago	12	
	Rail beyond Chicago	26.0	Reshipping	Rail beyond Chicago	34.5	Local		Rail beyond Chicago	26	Reshipping
		29.30	Thru		37.80	Thru			38	Thru
		8.70	Less		.20	Less				
986.9	Barge to Chicago	3.30		Barge to Chicago	3.30		988.5	I.P.Rail to Chicago	12	
	Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local		Rail beyond Chicago	17.5	Reshipping
		20.80	Thru		29.30	Thru			29.5	Thru
		8.70	Less		.20	Less				
867.9	Barge to Chicago	3.30		Barge to Chicago	3.30		859.5	I.P.Rail to Chicago	12	
1010.9	Rail beyond Chicago	23.0	Reshipping	Rail beyond Chicago	31.5	Local	1012.5	Rail beyond Chicago	23	Reshipping
		26.30	Thru		34.80	Thru			35	Thru
		8.70	Less		.20	Less				
867.9	Barge to Chicago	3.30		Barge to Chicago	3.30		859.5	I.P.Rail to Chicago	12	
1010.9	Rail beyond Chicago	16.0	Reshipping	Rail beyond Chicago	24.5	Local	1012.5	Rail beyond Chicago	16	Reshipping
		19.30	Thru		27.80	Thru			28	Thru
		8.70	Less		.20	Less				

- - FROM HENRY AND CHILLICOTHE, ILLINOIS - -

DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
H 623.4	Barge to Chicago	4.125		Barge to Chicago	4.125		H 625.2	I.P.Rail to Chicago	12	
C 638	Rail beyond Chicago	21.5	NW Propl.	Rail beyond Chicago	28.5	Local	C 640.2	Rail beyond Chicago	20	Reshipping
H 579.4		25.625	Thru		32.625	Thru	H 581.2		32	Thru
C 594							C 596.2			
		6.375	Less		.625	More				
H 407.6	Barge to Chicago	4.125		Barge to Chicago	4.125		H 409.4	I.P.Rail to Chicago	12	
C 422.2	Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	20.5	Local	C 424.4	Rail beyond Chicago	13.5	Reshipping
		19.625	Thru		24.625	Thru			25.5	Thru
		5.875	Less		.875	Less				

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FROM HENRY AND CHILLICOTHE, ILLINOIS

TO			DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)		PROPOSED BARGE-RAIL (NOTE A)		ALL RAIL DISTANCE	ALL RAIL	
Boston, Mass.)		H	1097.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 1099.2	I.P.Rail to Chicago	12
)	EXPORT	C	1112	Rail beyond Chicago	17.5 Reshipping	Rail beyond Chicago	26.0 Local	C 1114.2	Rail beyond Chicago	17.5 Reshipping
Portland, Me.)		H	1169.4		21.625 Thru		30.125 Thru	H 1171.2		29.5 Thru
)		C	1184					C 1186.2		
More or less than all-rail					7.875 Less		.625 More			
Philadelphia, Pa.	(DOMESTIC)	H	935.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 937.2	I.P.Rail to Chicago	12
		C	950	Rail beyond Chicago	24.0 Reshipping	Rail beyond Chicago	32.5 Local	C 952.2	Rail beyond Chicago	24 Reshipping
					28.125 Thru		36.625 Thru			36 Thru
More or less than all-rail					7.875 Less		.625 More			
Philadelphia, Pa.	(EXPORT)	H	935.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 937.2	I.P.Rail to Chicago	12
		C	950	Rail beyond Chicago	16.5 Reshipping	Rail beyond Chicago	25.0 Local	C 952.2	Rail beyond Chicago	16.5 Reshipping
					20.625 Thru		29.125 Thru			28.5 Thru
More or less than all-rail					7.875 Less		.625 More			
New York, N. Y.	(DOMESTIC)	H	1015.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 1017.2	I.P.Rail to Chicago	12
		C	1030	Rail beyond Chicago	26.0 Reshipping	Rail beyond Chicago	34.5 Local	C 1032.2	Rail beyond Chicago	26 Reshipping
					30.125 Thru		38.625 Thru			38 Thru
More or less than all-rail					7.875 Less		.625 More			
New York, N. Y.	(EXPORT)	H	1015.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 1017.2	I.P.Rail to Chicago	12
		C	1030	Rail beyond Chicago	17.5 Reshipping	Rail beyond Chicago	26.0 Local	C 1032.2	Rail beyond Chicago	17.5 Reshipping
					21.625 Thru		30.125 Thru			29.5 Thru
More or less than all-rail					7.875 Less		.625 More			
Baltimore, Md.)		H	886.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 888.2	I.P.Rail to Chicago	12
)	DOMESTIC	C	901	Rail beyond Chicago	23.0 Reshipping	Rail beyond Chicago	31.5 Local	C 903.2	Rail beyond Chicago	23 Reshipping
Norfolk, Va.)		H	1039.4		27.125 Thru		35.625 Thru	H 1041.2		35 Thru
)		C	1054					C 1056.2		
More or less than all-rail					7.875 Less		.625 More			
Baltimore, Md.)		H	886.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 888.2	I.P.Rail to Chicago	12
)	EXPORT	C	901	Rail beyond Chicago	16.0 Reshipping	Rail beyond Chicago	24.5 Local	C 903.2	Rail beyond Chicago	16 Reshipping
Norfolk, Va.)		H	1039.4		20.125 Thru		28.625 Thru	H 1041.2		28 Thru
)		C	1054					C 1056.2		
More or less than all-rail					7.875 Less		.625 More			
Circleville, O.		H	446.1	Barge to Chicago	4.125	Barge to Chicago	4.125	H 447.9	I.P.Rail to Chicago	12
		C	460.7	Rail beyond Chicago	17.5 NW Propl.	Rail beyond Chicago	25.0 Local	C 462.9	Rail beyond Chicago	19 Reshipping
					21.625 Thru		29.125 Thru			31 Thru
More or less than all-rail					9.375 Less		1.875 Less			
Detroit, Mich.		H	391.9	Barge to Chicago	4.125	Barge to Chicago	4.125	H 393.7	I.P.Rail to Chicago	12
		C	406.5	Rail beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	17.0 Local	C 408.7	Rail beyond Chicago	15 Reshipping
					19.625 Thru		21.125 Thru			27 Thru
More or less than all-rail					7.375 Less		5.875 Less			
Indianapolis, Ind.		H	306.3	Barge to Chicago	4.125	Barge to Chicago	4.125	H 308.1	I.P.Rail to Chicago	12
		C	320.9	Rail beyond Chicago	14.5 NW Propl.	Rail beyond Chicago	17.0 Local	C 323.1	Rail beyond Chicago	12 Reshipping
					18.625 Thru		21.125 Thru			24 Thru
More or less than all-rail					5.375 Less		2.875 Less			
Louisville, Ky.		H	418.3	Barge to Chicago	4.125	Barge to Chicago	4.125	H 418.1	I.P.Rail to Chicago	12
		C	430.9	Rail beyond Chicago	17.5 NW Propol.	Rail beyond Chicago	22.0 Local	C 433.1	Rail beyond Chicago	15 Reshipping
					21.625 Thru		26.125 Thru			27 Thru
More or less than all rail					5.375 Less		.875 Less			
Toledo, O.		H	364.5	Barge to Chicago	4.125	Barge to Chicago	4.125	H 366.3	I.P.Rail to Chicago	12
		C	369.1	Rail beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	17.0 Local	C 371.3	Rail beyond Chicago	15 Reshipping
					19.625 Thru		21.125 Thru			27 Thru
More or less than all-rail					7.375 Less		5.875 Less			
Boston, Mass.)		H	1097.4	Barge to Chicago	4.125	Barge to Chicago	4.125	H 1099.2	I.P.Rail to Chicago	12
)	DOMESTIC	C	1112	Rail beyond Chicago	28.0 Reshipping	Rail beyond Chicago	36.5 Local	C 1114.2	Rail beyond Chicago	28 Reshipping
Portland, Me.)		H	1169.4		32.125 Thru		40.625 Thru	H 1171.2		40 Thru
)		C	1184					C 1186.2		
More or less than all-rail					7.875 Less		.625 More			

- - FROM LACON, ILLINOIS - -

		DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
TO	Buffalo, N. Y.)	629.9	Barge to Chicago	4.125		Barge to Chicago	4.125		626.6	I.P.Rail to Chicago	12	
	Pittsburgh, Pa.)	585.9	Rail beyond Chicago	21.5	NW Propl.	Rail beyond Chicago	28.5	Local	682.5	Rail beyond Chicago	20	Reshipping
				25.625	Thru		32.625	Thru			32	Thru
	More or less than all-rail			6.375	Less		.625	More				
	Cincinnati, O.	414.1	Barge to Chicago	4.125		Barge to Chicago	4.125		410.7	I.P.Rail to Chicago	12	
			Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	20.5	Local		Rail beyond Chicago	13.5	Reshipping
				19.625	Thru		24.625	Thru			25.5	Thru
	More or less than all-rail			5.875	Less		.875	Less				
	Circleville, O.	452.6	Barge to Chicago	4.125		Barge to Chicago	4.125		449.7	I.P.Rail to Chicago	12	
			Rail beyond Chicago	17.5	NW Propl.	Rail beyond Chicago	25.0	Local		Rail beyond Chicago	18	Transit Balance
				21.625	thru		29.125	Thru			30	Thru 6th Class
	More or less than all-rail			8.375	Less		.875	Less				
	Detroit, Mich.	396.4	Barge to Chicago	4.125		Barge to Chicago	4.125		395	I.P.Rail to Chicago	12	
			Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	10	Transit Balance
				19.625	Thru		21.125	Thru			22	Thru
	More or less than all-rail			2.375	Less		.875	Less				
TO	Indianapolis, Ind.	312.8	Barge to Chicago	4.125		Barge to Chicago	4.125		309.4	I.P.Rail to Chicago	12	
			Rail beyond Chicago	14.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	12	Reshipping
				18.625	Thru		21.125	Thru			24	Thru
	More or less than all-rail			5.375	Less		2.875	Less				
	Louisville, Ky.	422.8	Barge to Chicago	4.125		Barge to Chicago	4.125		419.4	I.P.Rail to Chicago	12	
			Rail beyond Chicago	17.5	NW Propl.	Rail beyond Chicago	22.0	Local		Rail beyond Chicago	15	Reshipping
				21.625	Thru		26.125	Thru			27	Thru
	More or less than all-rail			5.375	Less		.875	Less				
	Toledo, O.	361	Barge to Chicago	4.125		Barge to Chicago	4.125		357.6	I.P.Rail to Chicago	12	
			Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	10	Transit Balance
				19.625	Thru		21.125	Thru			22	Thru
	More or less than all-rail			2.375	Less		.875	Less				
	Boston, Mass.) DOMESTIC	1103.9	Barge to Chicago	4.125		Barge to Chicago	4.125		1100.5	I.P.Rail to Chicago	12	
	Portland, Me.)	1175.9	Rail beyond Chicago	28.0	Reshipping	Rail beyond Chicago	36.5	Local	1172.5	Rail beyond Chicago	28	Reshipping
				32.125	Thru		40.625	Thru			40	Thru
	More or less than all-rail			7.875	Less		.625	More				
	Boston, Mass.) EXPORT	1103.9	Barge to Chicago	4.125		Barge to Chicago	4.125		1100.5	I.P.Rail to Chicago	12	
	Portland, Me.)		Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local	1172.5	Rail beyond Chicago	17.5	Reshipping
				21.625	Thru		30.125	Thru			29.5	Thru
	More or less than all-rail			7.875	Less		.625	More				
	Philadelphia, Pa.(DOMESTIC)	941.9	Barge to Chicago	4.125		Barge to Chicago	4.125		938.5	I.P.Rail to Chicago	12	
			Rail beyond Chicago	24.0	Reshipping	Rail beyond Chicago	32.5	Local		Rail beyond Chicago	24	Reshipping
				28.125	Thru		36.625	Thru			36	Thru
	More or less than all-rail			7.875	Less		.625	More				
	Philadelphia, Pa. (EXPORT)	941.9	Barge to Chicago	4.125		Barge to Chicago	4.125		938.5	I.P.Rail to Chicago	12	
			Rail beyond Chicago	16.5	Reshipping	Rail beyond Chicago	25.0	Local		Rail beyond Chicago	16.5	Reshipping
				20.625	Thru		29.125	Thru			28.5	Thru
	More or less than all-rail			7.875	Less		.625	More				
	New York, N. Y. (DOMESTIC)	1021.9	Barge to Chicago	4.125		Barge to Chicago	4.125		1018.5	I.P.Rail to Chicago	12	
			Rail beyond Chicago	26.0	Reshipping	Rail beyond Chicago	34.5	Local		Rail beyond Chicago	26	Reshipping
				30.125	Thru		38.625	Thru			38	Thru
	More or less than all-rail			7.875	Less		.625	More				
	New York, N. Y. (EXPORT)	1021.9	Barge to Chicago	4.125		Barge to Chicago	4.125		1018.5	I.P.Rail to Chicago	12	
			Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local		Rail beyond Chicago	17.5	Reshipping
				21.625	Thru		30.125	Thru			29.5	Thru
	More or less than all-rail			7.875	Less		.625	More				

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FROM LACON, ILLINOIS

		DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
Baltimore, Md. / Norfolk, Va.	DOMESTIC	892.9 1045.9	Barge to Chicago Rail beyond Chicago	4.125 23.0 27.125	Reshipping Thru	Barge to Chicago Rail beyond Chicago	4.125 31.5 35.625	Local Thru	889.5 1042.5	I.P.Rail to Chicago Rail beyond Chicago	12 23 35	Reshipping Thru
More or less than all-rail				7.875	Less		.625	More				
Baltimore, Md. / Norfolk, Va.	EXPORT	892.9 1045.9	Barge to Chicago Rail beyond Chicago	4.125 16.0 20.125	Reshipping Thru	Barge to Chicago Rail beyond Chicago	4.125 24.5 28.625	Local Thru	889.5 1042.5	I.P.Rail to Chicago Rail beyond Chicago	12 16 28	Reshipping Thru
More or less than all-rail				7.875	Less		.625	More				

FROM PEORIA AND PEKIN, ILLINOIS

TO		DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
Baltimore, Md. / Norfolk, Va.	DOMESTIC	P 919.4 Px 929.2 P 1072.4 Px 1082.2	Barge to Chicago Rail beyond Chicago	4.625 23.0 27.625	Reshipping Thru	Barge to Chicago Rail beyond Chicago	4.625 31.5 36.125	Local Thru	P 921.6 Px 930.9 P 1074.6 Px 1083.9	I.P.Rail to Chicago Rail beyond Chicago	12 23 35	Reshipping Thru
More or less than all-rail				7.375	Less		1.125	More				
Baltimore, Md. / Norfolk, Va.	EXPORT	P 919.4 Px 929.2 P 1072.4 Px 1082.2	Barge to Chicago Rail beyond Chicago	4.625 16.0 20.625	Reshipping Thru	Barge to Chicago Rail beyond Chicago	4.625 24.5 29.125	Local Thru	P 921.6 Px 930.9 P 1074.6 Px 1083.9	I.P.Rail to Chicago Rail beyond Chicago	12 16 28	Reshipping Thru
More or less than all-rail				7.375	Less		1.125	More				
Buffalo, N. Y. / Pittsburgh, Pa.	P 656.4 Px 666.2 P 612.4 Px 622.2	Barge to Chicago Rail beyond Chicago	4.625 21.5 26.125	NW Propl. Thru	Barge to Chicago Rail beyond Chicago	4.625 28.6 33.125	Local Thru	P 658.6 Px 667.9 P 614.6 Px 623.9	I.P.Rail to Chicago Rail beyond Chicago	12 20 32	Reshipping Thru
More or less than all-rail				5.875	Less		1.125	More				
Cincinnati, O.	P 440.6 Px 450.4	Barge to Chicago Rail beyond Chicago	4.625 15.5 20.125	NW Propl. Thru	Barge to Chicago Rail beyond Chicago	4.625 20.5 25.125	Local Thru	P 442.8 Px 452.1	I.P.Rail to Chicago Rail beyond Chicago	12 13.5 26.5	Reshipping Thru
More or less than all-rail				5.375	Less		.375	Less				
Circleville, O.	P 479.1 Px 488.9	Barge to Chicago Rail beyond Chicago	4.625 17.5 22.125	NW Propl. Thru	Barge to Chicago Rail beyond Chicago	4.625 25.0 29.625	Local Thru	P 481.3 Px 490.6	I.P.Rail to Chicago Rail beyond Chicago	12 18 30	Transit Balance Thru 6th Class
More or less than all-rail				7.875	Less		.375	Less				
Detroit, Mich.	P 424.9 Px 434.7	Barge to Chicago Rail beyond Chicago	4.625 15.5 20.125	NW Propl. Thru	Barge to Chicago Rail beyond Chicago	4.625 17.0 21.625	Local Thru	P 427.1 Px 436.4	I.P.Rail to Chicago Rail beyond Chicago	12 15 27	Reshipping Thru
More or less than all-rail				6.875	Less		5.375	Less				
Indianapolis, Ind.	P 339.3 Px 349.1	Barge to Chicago Rail beyond Chicago	4.625 14.5 19.125	NW Propl. Thru	Barge to Chicago Rail beyond Chicago	4.625 17.0 21.625	Local Thru	P 341.5 Px 350.8	I.P.Rail to Chicago Rail beyond Chicago	12 12 24	Reshipping Thru
More or less than all-rail				4.875	Less		2.375	Less				
Louisville, Ky.	P 449.3 Px 459.1	Barge to Chicago Rail beyond Chicago	4.625 17.5 22.125	NW Propl. Thru	Barge to Chicago Rail beyond Chicago	4.625 22.0 26.625	Local Thru	P 451.5 Px 460.8	I.P.Rail to Chicago Rail beyond Chicago	12 15 27	Reshipping Thru
More or less than all-rail				4.875	Less		.375	Less				
Toledo, O.	P 387.5 Px 397.3	Barge to Chicago Rail beyond Chicago	4.625 15.5 20.125	NW Propl. Thru	Barge to Chicago Rail beyond Chicago	4.625 17.0 21.625	Local Thru	P 389.7 Px 399	I.P.Rail to Chicago Rail beyond Chicago	12 15 27	Reshipping Thru
More or less than all-rail				6.875	Less		5.375	Less				

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- - FROM PEORIA AND PEKIN, ILLINOIS - -

	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
Boston, Mass. (DOMESTIC)	P 1130.4	Barge to Chicago	4.625		Barge to Chicago	4.625		P 1132.6	I.P.Rail to Chicago	12	
	Px 1140.2	Rail beyond Chicago	28.0	Reshipping	Rail beyond Chicago	36.5	Local	Px 1141.9	Rail beyond Chicago	28	Reshipping
PORTLAND, Me.	P 1202.4		32.625	Thru		41.125	Thru	P 1204.6		40	Thru
	Px 1212.2							Px 1213.9			
More or less than all-rail			7.375	Less		1.125	More				
Boston, Mass. (EXPORT)	P 1130.4	Barge to Chicago	4.625		Barge to Chicago	4.625		P 1132.6	I.P.Rail to Chicago	12	
	Px 1140.2	Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local	PX 1141.9	Rail beyond Chicago	17.5	Reshipping
Portland, Me.	P 1202.4		22.125	Thru		30.625	Thru	P 1204.6		29.5	Thru
	Px 1212.2							Px 1213.9			
More or less than all-rail			7.375	Less		1.125	More				
Philadelphia, Pa. (DOMESTIC)	P 968.4	Barge to Chicago	4.625		Barge to Chicago	4.625		P 970.6	I.P.Rail to Chicago	12	
	Px 978.2	Rail beyond Chicago	24.0	Reshipping	Rail beyond Chicago	32.5	Local	Px 979.9	Rail beyond Chicago	24	Reshipping
			28.625	Thru		37.125	Thru			36	Thru
More or less than all-rail			7.375	Less		1.125	More				
Philadelphia, Pa. (EXPORT)	P 968.4	Barge to Chicago	4.625		Barge to Chicago	4.625		P 970.6	I.P.Rail to Chicago	12	
	Px 978.2	Rail beyond Chicago	16.5	Reshipping	Rail beyond Chicago	25.0	Local	Px 979.9	Rail beyond Chicago	16.5	Reshipping
			21.125	Thru		29.625	Thru			28.5	Thru
More or less than all-rail			7.375	Less		1.125	More				
New York, N. Y. (DOMESTIC)	P 1048.4	Barge to Chicago	4.625		Barge to Chicago	4.625		P 1050.6	I.P.Rail to Chicago	12	
	Px 1058.2	Rail beyond Chicago	26.0	Reshipping	Rail beyond Chicago	34.5	Local	Px 1059.9	Rail beyond Chicago	26	Reshipping
			30.625	Thru		39.125	Thru			38	Thru
More or less than all-rail			7.375	Less		1.125	More				
New York, N. Y. (EXPORT)	P 1048.4	Barge to Chicago	4.625		Barge to Chicago	4.625		P 1050.6	I.P.Rail to Chicago	12	
	Px 1058.2	Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local	Px 1059.9	Rail beyond Chicago	17.5	Reshipping
			22.125	Thru		30.625	Thru			29.5	Thru
More or less than all-rail			7.375	Less		1.125	More				

- - FROM HAVANA, ILLINOIS - -

	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
TO : Buffalo, N. Y.	698.9	Barge to Chicago	5.125		Barge to Chicago	5.125		698.8	I.P.Rail to Chicago	12	
Pittsburgh, Pa.	654.9	Rail beyond Chicago	21.5	NW Propl.	Rail beyond Chicago	28.5	Local	654.8	Rail beyond Chicago	20	Reshipping
			26.625	Thru		33.625	Thru			32	Thru
More or less than all-rail			5.375	Less		1.625	More				
Cincinnati, O.	483.1	Barge to Chicago	5.125		Barge to Chicago	5.125		483	I.P.Rail to Chicago	12	
		Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	20.5	Local		Rail beyond Chicago	13.5	Reshipping
			20.625	Thru		25.625	Thru			25.5	Thru
More or less than all-rail			4.875	Less		.125	More				
TO : Circleville, O.	521.6	Barge to Chicago	5.125		Barge to Chicago	5.125		521.5	I.P.Rail to Chicago	12	
		Rail beyond Chicago	17.5	NW Propl.	Rail beyond Chicago	25.0	Local		Rail beyond Chicago	19	Reshipping
			22.625	Thru		30.125	Thru			31	Thru
More or less than all-rail			9.375	Less		.875	Less				
Detroit, Mich.	467.4	Barge to Chicago	5.125		Barge to Chicago	5.125		467.3	I.P.Rail to Chicago	12	
		Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	15	Reshipping
			20.625	Thru		22.125	Thru			27	Thru
More or less than all-rail			6.375	Less		4.875	Less				
Indianapolis, Ind.	381.8	Barge to Chicago	5.125		Barge to Chicago	5.125		381.7	I.P.Rail to Chicago	12	
		Rail beyond Chicago	14.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	12	Reshipping
			19.625	Thru		22.125	Thru			24	Thru
More or less than all-rail			4.375	Less		1.875	Less				
Louisville, Ky.	491.8	Barge to Chicago	5.125		Barge to Chicago	5.125		491.7	I.P.Rail to Chicago	12	
		Rail beyond Chicago	17.5	NW Propl.	Rail beyond Chicago	22.0	Local		Rail beyond Chicago	15	Reshipping
			22.625	Thru		27.125	Thru			27	Thru
More or less than all-rail			4.375	Less		.125	More				

FROM HAVANA, ILLINOIS

	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
	430	Barge to Chicago	5.125		Barge to Chicago	5.125		429.9	I.P.Rail to Chicago	12	
		Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	15	Reshipping
			20.625	Thru		22.125	Thru			27	Thru
all-rail			6.875	Less		4.875	Less				
ESTIC	1172.9	Barge to Chicago	5.125		Barge to Chicago	5.125		1172.8	I.P.Rail to Chicago	12	
	1244.9	Rail beyond Chicago	28.0	Reshipping	Rail beyond Chicago	36.5	Local	1244.8	Rail beyond Chicago	28	Reshipping
			33.125	Thru		41.625	Thru			40	Thru
all-rail			6.875	Less		1.625	More				
ORT	1172.9	Barge to Chicago	5.125		Barge to Chicago	5.125		1172.8	I.P.Rail to Chicago	12	
	1244.9	Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local	1244.8	Rail beyond Chicago	17.5	Reshipping
			22.625	Thru		31.125	Thru			29.5	Thru
all-rail			6.875	Less		1.625	More				
OMESTIC)	1010.9	Barge to Chicago	5.125		Barge to Chicago	5.125		1010.8	I.P.Rail to Chicago	12	
		Rail beyond Chicago	24.0	Reshipping	Rail beyond Chicago	32.5	Local		Rail beyond Chicago	24	Reshipping
			29.125	Thru		37.625	Thru			36	Thru
all-rail			6.875	Less		1.625	More				
(EXPORT)	1010.9	Barge to Chicago	5.125		Barge to Chicago	5.125		1010.8	I.P.Rail to Chicago	12	
		Rail beyond Chicago	16.5	Reshipping	Rail beyond Chicago	25.0	Local		Rail beyond Chicago	16.5	Reshipping
			21.625	Thru		30.125	Thru			28.5	Thru
all-rail			6.875	Less		1.625	More				
OMESTIC)	1090.9	Barge to Chicago	5.125		Barge to Chicago	5.125		1090.8	I.P.Rail to Chicago	12	
		Rail beyond Chicago	26.0	Reshipping	Rail beyond Chicago	34.5	Local		Rail beyond Chicago	26	Reshipping
			31.125	Thru		39.625	Thru			38	Thru
all-rail			6.875	Less		1.625	More				
EXPORT)	1090.9	Barge to Chicago	5.125		Barge to Chicago	5.125		1090.8	I.P.Rail to Chicago	12	
		Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local		Rail beyond Chicago	17.5	Reshipping
			22.625	Thru		31.125	Thru			29.5	Thru
all-rail			6.875	Less		1.625	More				
MESTIC	961.9	Barge to Chicago	5.125		Barge to Chicago	5.125		961.8	I.P.Rail to Chicago	12	
	1114.9	Rail beyond Chicago	23.0	Reshipping	Rail beyond Chicago	31.5	Local	1114.8	Rail beyond Chicago	23	Reshipping
			28.125	Thru		36.625	Thru			35	Thru
all-rail			6.875	Less		1.625	More				
XPORT	961.9	Barge to Chicago	5.125		Barge to Chicago	5.125		961.8	I.P.Rail to Chicago	12	
	1114.9	Rail beyond Chicago	16.0	Reshipping	Rail beyond Chicago	24.5	Local	1114.8	Rail beyond Chicago	16	Reshipping
			21.125	Thru		29.625	Thru			28	Thru
all-rail			6.875	Less		1.625	Less				

FROM KANSAS CITY, MISSOURI

	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)		
	1220.2	Barge to Chicago	11.375		Barge to Chicago	11.375		950	Rail to Chicago	16	Propl.
	1176.2	Rail beyond Chicago	21.5	NW Propl.	Rail beyond Chicago	28.5	Local	906	Rail beyond Chicago	18.5	T.M.
			32.875	Thru		39.875	Thru			34.5	Thru
all-rail			1.625	Less		5.375	More				
	1004.4	Barge to Chicago	11.375		Barge to Chicago	11.375		734.2	Rail to Chicago	16.0	Propl.
		Rail beyond Chicago	16.5	NW Propl.	Rail beyond Chicago	20.5	Local		Rail beyond Chicago	12.5	T.M.
			26.875	Thru		31.875	Thru			28.5	Thru
all-rail			1.625	Less		3.375	More				
	1042.9	Barge to Chicago	11.375		Barge to Chicago	11.375		772.7	Rail to Chicago	16.0	Propl.
		Rail beyond Chicago	17.5	NW Propl.	Rail beyond Chicago	25.0	Local		Rail beyond Chicago	14.5	T.M.
			28.875	Thru		36.375	Thru			30.5	Thru
all-rail			1.625	Less		1.375	More				

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FROM KANSAS CITY, MISSOURI

	DISTANCE BARGE-RAIL	PRESENT BARGE-RAIL (NOTE A)			PROPOSED BARGE-RAIL (NOTE A)			ALL RAIL DISTANCE	ALL RAIL (NOTE B)	
Detroit, Mich.	988.7	Barge to Chicago	11.375		Barge to Chicago	11.375		718.5	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	12.5 T.M.
			26.875	Thru		28.375	Thru			28.5 Thru
			1.625	Less		.125	Less			
More or less than all-rail										
Indianapolis, Ind.	903.1	Barge to Chicago	11.375		Barge to Chicago	11.375		632.9	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	14.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	11.5 T.M.
			27.875	Thru		28.375	Thru			27.5 Thru
			1.625	Less		.875	More			
More or less than all-rail										
Louisville, Ky.	1013.1	Barge to Chicago	11.375		Barge to Chicago	11.375		742.9	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	17.5	NW Propl.	Rail beyond Chicago	22.0	Local		Rail beyond Chicago	16.0 T.M.
			28.875	Thru		33.375	Thru			32.0 Thru
			3.125	Less		1.375	More			
More or less than all-rail										
Toledo, O.	951.3	Barge to Chicago	11.375		Barge to Chicago	11.375		681.1	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	15.5	NW Propl.	Rail beyond Chicago	17.0	Local		Rail beyond Chicago	12.5 T.M.
			26.875	Thru		28.375	Thru			28.5 Thru
			1.625	Less		.125	Less			
More or less than all-rail										
Boston, Mass.) DOMESTIC	1694.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1424	Rail to Chicago	16.0 Propl.
Portland, Me.)	1766.2	Rail beyond Chicago	28.0	Reshipping	Rail beyond Chicago	36.5	Local	1496	Rail beyond Chicago	28.0 Reshipping
			39.375	Thru		47.875	Thru			44.0 Thru
			4.625	Less		3.875	More			
More or less than all-rail										
Boston, Mass.) EXPORT	1694.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1424	Rail to Chicago	16.0 Propl.
Portland, Me.)	1766.2	Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local	1496	Rail beyond Chicago	17.5 Reshipping
			28.875	Thru		37.375	Thru			33.5 Thru
			4.625	Less		3.875	More			
More or less than all-rail										
Philadelphia, Pa. (DOMESTIC)	1532.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1262	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	24.0	Reshipping	Rail beyond Chicago	32.5	Local		Rail beyond Chicago	24.0 Reshipping
			35.375	Thru		43.875	Thru			40.0 Thru
			4.625	Less		3.875	More			
More or less than all-rail										
Philadelphia, Pa. (EXPORT)	1532.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1262	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	16.5	Reshipping	Rail beyond Chicago	25.0	Local		Rail beyond Chicago	16.5 Reshipping
			27.875	Thru		36.375	Thru			32.5 Thru
			4.625	Less		3.875	More			
More or less than all-rail										
New York, N. Y. (DOMESTIC)	1612.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1342	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	26.0	Reshipping	Rail beyond Chicago	34.5	Local		Rail beyond Chicago	26.0 Reshipping
			37.375	Thru		45.875	Thru			42.0 Thru
			4.625	Less		3.875	More			
More or less than all-rail										
New York, N. Y. (EXPORT)	1612.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1342	Rail to Chicago	16.0 Propl.
		Rail beyond Chicago	17.5	Reshipping	Rail beyond Chicago	26.0	Local		Rail beyond Chicago	17.5 Reshipping
			28.875	Thru		37.375	Thru			33.5 Thru
			4.625	Less		3.875	More			
More or less than all-rail										
Baltimore, Md.) DOMESTIC	1483.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1213	Rail to Chicago	16.0 Propl.
Norfolk, Va.)	1636.2	Rail beyond Chicago	23.0	Reshipping	Rail beyond Chicago	31.5	Local	1366	Rail beyond Chicago	23.0 Reshipping
			34.375	Thru		42.875	Thru			39.0 Thru
			4.625	Less		3.875	More			
More or less than all-rail										
Baltimore, Md.) EXPORT	1483.2	Barge to Chicago	11.375		Barge to Chicago	11.375		1213	Rail to Chicago	16.0 Propl.
Norfolk, Va.)	1636.2	Rail beyond Chicago	16.0	Reshipping	Rail beyond Chicago	24.5	Local	1366	Rail beyond Chicago	16.0 Reshipping
			27.375	Thru		35.875	Thru			32.0 Thru
			4.625	Less		3.875	More			
More or less than all-rail										

M - Indicates mileage from Morris, Ill.
S - " " " Seneca, Ill.
H - " " " Henry, Ill.
C - " " " Chillicothe, Ill.
P - " " " Peoria, Ill.
Px - " " " Pekin, Ill.

NOTE A - Barge factors to Chicago, Ill. are those maintained by independent barge lines and include trimming charges at Chicago, Ill. as shown in Exhibit No. _____. The local, reshipping and northwest proportional factors beyond Chicago, Ill. are those shown in Exhibit No. ___. The reshipping rates at present are applicable to ex-barge or ex-lake grain to destination territory east of the Western Termini. The northwest proportional rates are at present applicable to ex-barge grain, and also apply on ex-lake grain.

NOTE B - The I. P. rail rates to Chicago, Ill. are those shown in Exhibit No. _____. The reshipping rate beyond Chicago, Ill. applies to traffic having origin in Illinois. The transit balance rates shown represent the balance of the thru rate after deducting the paid in rate to Chicago, Ill. The sixth class rate is applicable via Chicago, Ill., and the transit balance is the difference between the thru sixth class rate and the rate paid in to Chicago, Ill.

TARIFF AUTHORITIES

Alton R.R. Tariff 1604-O	- I.C.C. No. 208
Rock Island Ry. Tariff 34560-B	- I.C.C. No. C-12847
Nickel Plate Road Tariff G.F.D. 15-U	- I.C.C. No. 5891
Illinois Central R.R. Tariff 1537-K	- I.C.C. No. A-11148
Burlington R.R. Tariff G.F.O. 6786-L	- I.C.C. No. 19318
B. T. Jones Tariff 535-A	- I.C.C. No. 3300
B. T. Jones Tariff 245-G	- I.C.C. No. 3356
B. T. Jones Tariff 483	- I.C.C. No. 2447
L. E. Kipp Tariff 332-B	- I.C.C. No. A-2942

STATEMENT COMPARING LOCAL WITH EX-LAKE RATES FROM LAKE ERIE PORTS
RATES IN CENTS PER HUNDRED POUNDS

Exhibit No. 70
Witness: J. J. Schimmel

ON CORN TO EASTERN TERRITORY

FROM	Baltimore,Md.		Philadelphia,Pa.		New York, N.Y.		Boston,Mass.	
	Local	Ex-Lake NOTE-A	Local	Ex-Lake NOTE-A	Local	Ex-Lake NOTE-A	Local	Ex-Lake NOTE-A
DOMESTIC								
Buffalo . . . . . .N.Y.	22.	18.	22.	18.	23.	18.	25.	20.
Erie. . . . . Pa.	20.	18.	21.	18.	23.	18.	25.	20.
Toledo. . . . . .Ohio	23.	20.	24.	21.	26.	23.	28.	25.
EXPORT								
Buffalo . . . . . .N.Y.	22.	10.	22.	10.	23.	10.5	25.	10.5
Erie. . . . . Pa.	20.	10.	20.5	10.	21.5	10.5	21.5	....
Toledo. . . . . .Ohio	23.	13.	23.5	13.	24.5	18.	24.5	18.

ON GRAIN TO CENTRAL FREIGHT ASSOCIATION AND ILLINOIS FREIGHT ASSOCIATION TERRITORY

	Cleveland,Ohio		Sandusky,Ohio		Toledo,Ohio			
	Local	Ex-Lake NOTE-A	Local	Ex-Lake NOTE-A	Local	Ex-Lake NOTE-A	Local	Ex-Lake NOTE-A
Cincinnati. . . . . .Ohio	16.	14.	14.	.....	14.	14.		
Decatur . . . . . .Ill.	22.	....	23.	17.	20.	17.		
Evansville. . . . . .Ind.	25.	20.	25.	....	25.	20.		
Indianapolis. . . . . .Ind.	18.	16.	16.	....	16.	....		
Indiana . . . . . Pa.	20.	19.	20.	....	20.	....		
Lawrenceburg. . . . . .Ind.	18.	16.	18.	....	18.	16.		
Louisville. . . . . Ky.	24.	20.	20.	....	20.	....		
Peoria. . . . . .Ill.	23.	17.	23.	17.	20.	17.		
Washington. . . . . Pa.	15.	....	17.	14.	17.	....		

NOTE-A: Indicates rates are net and do not include elevation services or charges. The Ex-Lake rates from Buffalo, N.Y. and Erie, Pa. are published to include elevation of one cent per bushel - we have deducted 1.7? per hundred in order to obtain the net-rate. The Ex-Lake rates from Toledo, Cleveland and Sandusky, Ohio are published as net rates.

TARIFF AUTHORITIES

W. S. Curlett, Agent	Tariff No.	10-C	I.C.C. No. A-563
W. S. Curlett, Agent	Tariff No.	25-B	I.C.C. No. A-436
P.R.R. R.R.	Tariff No.	1646-	I.C.C. No. 2129
P.R.R. R.R.	Tariff No.	1722	I.C.C. No. 1244
P.R.R. R.R.	Tariff No.	73-B	I.C.C. No. 1861
N.Y.C. R.R.	Tariff No.	643-B	I.C.C. No.LS1339

EXHIBIT NO. 71
WITNESS J. J. Sohlemel

SCHEDULE OF RATES ON CORN FROM MORRIS, ILLINOIS, COMPARING INDEPENDENT BARGE-RAIL AS AT PRESENT AND PROPOSED WITH BARGE-LAKE-RAIL VIA BUFFALO, NEW YORK, AND RAIL-LAKE-RAIL VIA BUFFALO, NEW YORK

RATES IN CENTS PER HUNDRED POUNDS

TO	PRESENT BARGE-RAIL	PROPOSED BARGE-RAIL	ALL-RAIL	BARGE-LAKE-RAIL VIA BUFFALO, N. Y.			RAIL-LAKE-RAIL VIA BUFFALO, N. Y.		
Baltimore, Md. (DOMESTIC)				Barge to Chicago	3.75		Rail to Chicago (non-transit)	5.0	
				Lake - Chicago to Buffalo	6.25		Lake - Chicago to Buffalo	6.25	
				Brokerage & handling	.50		Brokerage & handling	.50	
				Rail (ex-lake) Buffalo to Baltimore	19.79		Rail (ex-lake) Buffalo to Baltimore	19.79	
					30.29	Thru		31.54	Thru
				Less elevation at Buffalo	1.78		Less elevation at Buffalo	1.78	
	36.76	38.28	32.5		28.51			29.76	
Philadelphia, Pa. (DOMESTIC)				Barge to Chicago	3.75		Rail to Chicago (non-transit)	5.0	
				Lake - Chicago to Buffalo	6.25		Lake - Chicago to Buffalo	6.25	
				Brokerage & handling	.50		Brokerage & handling	.50	
				Rail (ex-lake) Buffalo to Philadelphia	19.79		Rail (ex-lake) Buffalo to Philadelphia	19.79	
					30.29	Thru		31.54	Thru
				Less elevation at Buffalo	1.78		Less elevation at Buffalo	1.78	
	37.76	39.28	33.5		28.51			29.76	
New York, N. Y. (DOMESTIC)				Barge to Chicago	3.75		Rail to Chicago (non-transit)	5.0	
				Lake - Chicago to Buffalo	6.25		Lake - Chicago to Buffalo	6.25	
				Brokerage & handling	.50		Brokerage & handling	.50	
				Rail (ex-lake) Buffalo to New York	19.79		Rail (ex-lake) Buffalo to New York	19.79	
					30.29	Thru		31.54	Thru
				Less elevation at Buffalo	1.78		Less elevation at Buffalo	1.78	
	37.76	39.28	35.5		28.51			29.76	
Boston, Mass. (DOMESTIC)				Barge to Chicago	3.75		Rail to Chicago (non-transit)	5.0	
				Lake - Chicago to Buffalo	6.25		Lake - Chicago to Buffalo	6.25	
				Brokerage & handling	.50		Brokerage & handling	.50	
				Rail (ex-lake) Buffalo to Boston	21.79		Rail (ex-lake) Buffalo to Boston	21.79	
					32.29	Thru		33.54	Thru
				Less elevation at Buffalo	1.78		Less elevation at Buffalo	1.78	
	39.76	45.28	37.5		30.51			31.76	

TO	BARGE-LAKE-RAIL VIA BUFFALO, N. Y. 4-17-39 TO 11-30-39	PRESENT	I.& S. 4618	RAIL-LAKE-RAIL VIA BUFFALO, N. Y. 4-17-39 TO 11-30-39	PRESENT	I. & S. 4618
Baltimore, Md. (EXPORT)						
Barge to Chicago	3.75	3.75	3.75			
Lake - Chicago to Buffalo	6.25	6.25	6.25			
Brokerage & handling	.50	.50	.50			
Rail (ex-lake) Buffalo to Baltimore	7.95	11.79	9.5			
	18.45	22.29	20.0			
Rail to Chicago (non-transit)				5.0	5.0	5.0
Lake - Chicago to Buffalo				6.25	6.25	6.25
Brokerage & handling				.50	.50	.50
Rail (ex-lake) Buffalo to Baltimore				7.95	11.79	9.5
				19.70	23.54	21.25
Philadelphia, Pa. (EXPORT)						
Barge to Chicago	3.75	3.75	3.75			
Lake - Chicago to Buffalo	6.25	6.25	6.25			
Brokerage & handling	.50	.50	.50			
Rail (ex-lake) Buffalo to Philadelphia	7.95	11.79	9.5			
	18.45	22.29	20.0			
Rail to Chicago (non-transit)				5.0	5.0	5.0
Lake - Chicago to Buffalo				6.25	6.25	6.25
Brokerage & handling				.50	.50	.50
Rail (ex-lake) Buffalo to Philadelphia				7.95	11.79	9.5
				19.70	23.54	21.25
New York, N. Y. (EXPORT)						
Barge to Chicago	3.75	3.75	3.75			
Lake - Chicago to Buffalo	6.25	6.25	6.25			
Brokerage & handling	.50	.50	.50			
Rail (ex-lake Buffalo to New York	8.45	12.29	10.00			
	18.95	22.79	20.5			
Rail to Chicago (non-transit)				5.0	5.0	5.0
Lake - Chicago to Buffalo				6.25	6.25	6.25
Brokerage & handling				.50	.50	.50
Rail (ex-lake) Buffalo to New York				8.45	12.29	10.00
				20.20	24.04	21.75
Boston, Mass. (EXPORT)						
Barge to Chicago	3.75	3.75	3.75			
Lake - Chicago to Buffalo	6.25	6.25	6.25			
Brokerage & handling	.50	.50	.50			
Rail (ex-lake) Buffalo to Boston	8.45	12.29	10.0			
	18.95	22.79	20.5			
Rail to Chicago (non-transit)				5.0	5.0	5.0
Lake - Chicago to Buffalo				6.25	6.25	6.25
Brokerage & handling				.50	.50	.50
Rail (ex-lake) Buffalo to Boston				8.45	12.29	10.0
				20.20	24.04	21.75

TARIFF AUTHORITIES

Rock Island Ry. Tariff 34560-B - I.C.C. No. C-12947
U. S. Corlett Tariff 10-I - I.C.C. No. A-963
U. S. Corlett Tariff 28-B - I.C.C. No. A-47

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EXHIBIT NO. _____
WITNESS J. J. Schimmel

SCHEDULE OF RATES APPLYING ON CORN COMPARING LAKE RATES FOR LAST HALF OF 1939 SEASON ON GREAT LAKES WITH THE ALL RAIL LOCAL AND PROPORTIONAL RATES

RATE IN CENTS PER HUNDRED POUNDS

FROM DULUTH, MINN.

TO	LAKE RATE	LOCAL	ALL RAIL	PROPORTIONAL	
Chicago, Ill.	6.25	Duluth to Chicago	26.0	Duluth to Chicago	13.0
Brokerage and handling	.50				
	6.75		26.0		13.0
Toledo, O.	5.805	Duluth to Chicago	26.0	Duluth to Chicago	13.0
Brokerage and handling	.50	Chicago to Toledo	15.5 A	Chicago to Toledo	15.5 A
	6.305		41.5		28.5
Erie, Pa.	5.805	Duluth to Chicago	26.0	Duluth to Chicago	13.0
Brokerage and handling	.50	Chicago to Erie	21.5 A	Chicago to Erie	21.5 A
	6.305		47.5		34.5
Buffalo, N. Y.	6.25	Duluth to Chicago	26.0	Duluth to Chicago	13.0
Brokerage and handling	.50	Chicago to Buffalo	21.5 A	Chicago to Buffalo	21.5 A
	6.75		47.5		34.5
Montreal, Que. (EXPORT)	10.715	Duluth to Chicago	26.0	Duluth to Chicago	13.0
Brokerage and handling	.75	Chicago to Montreal	22.5 B	Chicago to Montreal	22.5 B
	11.465		48.5		35.5

FROM CHICAGO, ILL.

TO	LAKE RATE	LOCAL	ALL RAIL	PROPORTIONAL	
Toledo, O.	5.805	Chicago to Toledo	17.0	Chicago to Toledo	15.5 A
Brokerage and handling	.50				
	6.305		17.0		15.5
Erie, Pa.	5.805	Chicago to Erie	28.5	Chicago to Erie	21.5 A
Brokerage and handling	.50				
	6.305		28.5		21.5
Buffalo, N. Y.	6.25	Chicago to Buffalo	28.5	Chicago to Buffalo	21.5 A
Brokerage and handling	.50				
	6.75		28.5		21.5
Montreal, Que. (EXPORT)	10.715	Chicago to Montreal	31.0	Chicago to Montreal	22.5 B
Brokerage and handling	.75				
	11.465		31.0		22.5

A - NW Proportional
B - Reshipping

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EXHIBIT NO. 7
WITNESS J. C. Schimmel

SCHEDULE OF RATES ON CORN COMPARING LAKE AND RAIL VIA BUFFALO, N. Y., TOLEDO, OHIO AND ERIE, PA., WITH THE ALL-RAIL PROPORTIONAL RATES

RATES IN CENTS PER HUNDRED POUNDS

FROM DULUTH, MINN. AND SUPERIOR, WIS.

TO	LAKE AND RAIL		ALL RAIL	
Baltimore, Md. (DOMESTIC)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13
	Rail (ex-lake) Buffalo to Baltimore	19.79	Chicago proportional to Baltimore	23
		26.54 Thru		
	Less elevation at Buffalo	1.78		
		24.76		36 Thru
	Lake and rail less than all-rail	11.24		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to Baltimore	20.0		
		26.305 Thru		36 Thru
	Lake and rail less than all-rail	9.695		
	Lake to Erie, Pa.	6.305		
	Rail (ex-lake) Erie to Baltimore	19.79		
		26.095 Thru		
	Less elevation at Erie	1.78		
		24.315		36 Thru
	Lake and rail less than all-rail	11.685		
Baltimore, Md. (EXPORT)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13
	Rail (ex-lake) Buffalo to Baltimore	11.79	Chicago proportional to Baltimore	16
		18.54 Thru		
	Less elevation at Buffalo	1.78		
		16.76		29 Thru
	Lake and rail less than all-rail	12.24		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to Baltimore	13.0		
		19.305 Thru		29 Thru
	Lake and rail less than all-rail	9.695		
	Lake to Erie, Pa.	6.305		
	Rail (ex-lake) Erie to Baltimore	11.79		
		18.095 Thru		
	Less elevation at Erie	1.78		
		16.315		29 Thru
	Lake and rail less than all-rail	12.685		
Philadelphia, Pa. (DOMESTIC)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13
	Rail (ex-lake) Buffalo to Philadelphia	19.79	Chicago proportional to Philadelphia	24
		26.54 Thru		
	Less elevation at Buffalo	1.78		
		24.76		37 Thru
	Lake and rail less than all-rail	12.24		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to Philadelphia	21.0		
		27.305 Thru		37 Thru
	Lake and rail less than all-rail	9.695		
	Lake to Erie, Pa.	6.305		
	Rail (ex-lake) Erie to Philadelphia	19.79		
		26.095 Thru		
	Less elevation at Erie	1.78		
		24.315		37 Thru
	Lake and rail less than all-rail	12.685		
Philadelphia, Pa. (EXPORT)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13
	Rail (ex-lake) Buffalo to Philadelphia	11.79	Chicago proportional to Philadelphia	16.5
		18.54 Thru		
	Less elevation at Buffalo	1.78		
		16.76		29.5 Thru
	Lake and rail less than all-rail	12.74		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to Philadelphia	13.0		
		19.305 Thru		29.5 Thru
	Lake and rail less than all-rail	10.195		
	Lake to Erie, Pa.	6.305		
	Rail (ex-Lake) Erie to Philadelphia	11.79		
		18.095 Thru		
	Less elevation at Erie	1.78		
		16.315		29.5 Thru
	Lake and rail less than all-rail	13.185		

New York, N. Y. (DOMESTIC)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13.0
	Rail (ex-lake) Buffalo to New York	19.79	Chicago proportional to New York	26.0
		26.54 Thru		
	Less elevation at Buffalo	1.78		
		24.76		39.0 Thru
	Lake and rail less than all-rail	14.24		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to New York	23.0		
		29.305 Thru		39.0 Thru
	Lake and rail less than all-rail	9.695		
	Lake to Erie, Pa.	6.305		
	Rail (ex-lake) Erie to New York	19.79		
		26.095 Thru		
	Less elevation at Erie	1.78		
		24.315		39.0 Thru
	Lake and rail less than all-rail	14.685		
New York, N. Y. (EXPORT)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13.0
	Rail (ex-lake) Buffalo to New York	12.29	Chicago proportional to New York	17.5
		19.04 Thru		30.5 Thru
	Less elevation at Buffalo	1.78		
		17.26		
	Lake and rail less than all-rail	13.24		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to New York	18.0		
		24.305 Thru		30.5 Thru
	Lake and rail less than all-rail	6.195		
	Lake to Erie, Pa.	6.305		
	Rail (ex-lake) Erie to New York	12.29		
		18.595 Thru		
	Less elevation at Erie	1.78		
		16.815		30.5 Thru
	Lake and rail less than all-rail	13.685		
Boston, Mass. (DOMESTIC)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13.0
	Rail (ex-lake) Buffalo to Boston	21.79	Chicago proportional to Boston	28.0
		28.54 Thru		
	Less elevation at Buffalo	1.78		
		26.76		41.0 thru
	Lake and rail less than all-rail	14.24		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to Boston	25.0		
		31.305 Thru		41.0 Thru
	Lake and rail less than all-rail	9.695		
	Lake to Erie, Pa.	6.305		
	Rail (ex-lake) Erie to Boston	21.79		
		28.095 Thru		
	Less elevation at Erie	1.78		
		26.315		41.0 Thru
	Lake and rail less than all-rail	14.685		
Boston, Mass. (EXPORT)	Lake to Buffalo, N. Y.	6.75	Duluth proportional to Chicago	13.0
	Rail (ex-lake) Buffalo to Boston	12.29	Chicago proportional to Boston	17.5
		19.04 Thru		
	Less elevation at Buffalo	1.78		30.5 Thru
		17.26		
	Lake and rail less than all-rail	13.24		
	Lake to Toledo, O.	6.305		
	Rail (ex-lake) Toledo to Boston	18.0		
		24.305 Thru		30.5 Thru
	Lake and rail less than all-rail	6.195		
	Lake to Erie, Pa.	6.305		
	Rail (ex-lake) Erie to Boston	12.29		
		18.595 Thru		
	Less elevation at Erie	1.78		
		16.815		30.5 Thru
	Lake and rail less than all-rail	13.685		

TARIFF AUTHORITIES

W. S. Curlett Tariff 10-C - I.C.C. No. A-563
B. T. Jones Tariff 245-G - I.C.C. No. 3356

EXHIBIT NO. 25
WITNESS J. J. Schimmel

SCHEDULE OF RATES APPLYING ON CORN COMPARING LAKE AND RAIL VIA CHICAGO, ILLINOIS, WITH ALL RAIL PROPORTIONAL RATES

RATES IN CENTS PER HUNDRED POUNDS

FROM DULUTH, MINN. AND SUPERIOR, WISCONSIN

TO	LAKE AND RAIL		ALL RAIL	
Buffalo, N. Y. / Pittsburgh, Pa.	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	21.5 NW Propl.	Rail beyond Chicago	21.5 NW Propl.
		28.25 Thru		34.5 Thru
More or less than all-rail thru rate		6.25 Less		
Cincinnati, O.	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	15.5 NW Propl.
		22.25 Thru		28.5 Thru
More or less than all-rail thru rate		6.25 Less		
Circleville, O.	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	17.5 NW Propl.	Rail beyond Chicago	17.5 NW Propl.
		24.25 Thru		30.5 Thru
More or less than all-rail thru rate		6.25 Less		
Detroit, Mich.	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	15.5 NW Propl.
		22.25 Thru		28.5 Thru
More or less than all-rail thru rate		6.25 Less		
Indianapolis, Ind.	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	14.5 NW Propl.	Rail beyond Chicago	14.5 NW Propl.
		21.25 Thru		27.5 Thru
More or less than all-rail thru rate		6.25 Less		
Louisville, Ky.	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	17.5 NW Propl.	Rail beyond Chicago	17.5 NW Propl.
		24.25 Thru		30.5 Thru
More or less than all-rail thru rate		6.25 Less		
Toledo, O.	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	15.5 NW Propl.	Rail beyond Chicago	15.5 NW Propl.
		22.25 Thru		28.5 Thru
More or less than all-rail thru rate		6.25 Less		
Boston, Mass.) DOMESTIC / Portland, Me.)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	28.0 Reshipping	Rail beyond Chicago	28.0 Reshipping
		34.75 Thru		41.0 Thru
More or less than all-rail thru rate		6.25 Less		
Boston, Mass.) EXPORT / Portland, Me.)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	17.5 Reshipping	Rail beyond Chicago	17.5 Reshipping
		24.25 Thru		30.5 Thru
More or less than all-rail thru rate		6.25 Less		
Philadelphia, Pa. (DOMESTIC)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	24.0 Reshipping	Rail beyond Chicago	24.0 Reshipping
		30.75 Thru		37.0 Thru
More or less than all-rail thru rate		6.25 Less		
Philadelphia, Pa. (EXPORT)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	16.5 Reshipping	Rail beyond Chicago	16.5 Reshipping
		23.25 Thru		29.5 Thru
More or less than all-rail thru rate		6.25 Less		
New York, N. Y. (DOMESTIC)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	26.0 Reshipping	Rail beyond Chicago	26.0 Reshipping
		32.75 Thru		39.0 Thru
More or less than all-rail thru rate		6.25 Less		
New York, N. Y. (EXPORT)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	17.5 Reshipping	Rail beyond Chicago	17.5 Reshipping
		24.25 Thru		30.5 Thru
More or less than all-rail thru rate		6.25 Less		
Baltimore, Md.) DOMESTIC / Norfolk, Va.)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	23.0 Reshipping	Rail beyond Chicago	23.0 Reshipping
		29.75 Thru		36.0 Thru
More or less than all-rail thru rate		6.25 Less		
Baltimore, Md.) EXPORT / Norfolk, Va.)	Lake to Chicago	6.75	Rail to Chicago	13.0 Propl.
	Rail (ex-lake) beyond Chicago	16.0 Reshipping	Rail beyond Chicago	16.0 Reshipping
		22.75 Thru		29.0 Thru
More or less than all-rail thru rate		6.25 Less		

Exhibit No. 76
Witness: J. J. Schimmel

SCHEDULE OF RATES ON GRAIN FROM INDIANA ORIGINS SHOWING LOCAL & LAKE PROPORTIONAL

RATES IN CENTS PER HUNDRED

FROM	TO CHICAGO, ILL.
C.& E.I. ORIGINS Carlisle. . . . . .Ind. Evansville. . . . . .Ind. Farmersburg . . . . . .Ind. Gravel Pit. . . . . .Ind. Haubstadt . . . . . .Ind. Ingle . . . . . .Ind. Jackson Hill. . . . . .Ind. King. . . . . .Ind. Miller. . . . . .Ind. Oaktown . . . . . .Ind. Patoka. . . . . .Ind. Solitude. . . . . .Ind. Sullivan. . . . . .Ind. Vincennes . . . . . .Ind. Young . . . . . .Ind.	LOCAL RATE 18. LAKE PROPORTIONAL 12. APPLICATION OF LAKE PROPORTIONAL Grain originating at stations on the C.& E.I.Ry. as indicated below, on which local rate has been paid to Chicago, Ill., and the original paid freight bills are surrendered, certified by the Central Inspection and Weighing Bureau, showing that the grain has been forwarded from Chicago, Ill.,via Lake or Lake & Rail, the C.& E.I.Ry. Co. will adjust the charges into Chicago, Ill. to 12 cents per 100 pounds, the inbound minimum weight to remain unchanged. Rileysburg, Ind. (Index 44) to Terre Haute, Ind. (Index 69), inclusive. Brazil, Ind. (Index 240). Ehrmandale, Ind. (Index 251). Young,Ind. (Index 253) to Mt.Vernon,Ind. (Index 305), inclusive.
C.M.St.P.& P. ORIGINS Abbott. . . . . .Ind. Coalmont. . . . . .Ind. Glendora. . . . . .Ind. Hawton. . . . . .Ind. Jacksonville. . . . . .Ind. Keller. . . . . .Ind. Linton. . . . . .Ind. Marts . . . . . .Ind. Sullivan. . . . . .Ind. Vicksburg . . . . . .Ind.	LOCAL RATE 18. LAKE PROPORTIONAL 12. APPLICATION OF LAKE PROPORTIONAL On grain originating at stations on the C.M.St.P.& P.R.R. (Terre Haute Division) which has paid the local rate into Chicago,Ill.,if the original paid freight bills are surrendered, certified by Assistant Manager of the Central Inspection & Weighing Bureau, showing that the grain has been forwarded from Chicago,Ill., via Lake or Lake and Rail the C.M.St.P.& P. will adjust the charges into Chicago, Ill., to the following rates, inbound minimum weight to remain unchanged. On grain C.L., as described in List 1 from stations: Randall, Ind. (Index No.170), to Linton, Ind. (Index No.300), inclusive, rate twelve (12) cents per 100 pounds.
I.C. ORIGINS New Lebanon . . . . . .Ind. Sullivan. . . . . .Ind.	LOCAL RATE 18. LAKE PROPORTIONAL 12. APPLICATION OF LAKE PROPORTIONAL Grain, viz.: Barley, Corn, Oats, Rye, Wheat and Screenings only (not applicable on articles taking same rates),as described in list 5. From New Lebanon, Ind. and Sullivan, Ind. to Chicago, Ill. (applicable only on traffic destined beyond via Lake Lines) rate 12*cents per 100 pounds. * Under authority of Fourth Section order No. 12218 of January 24, 1936 rate does not apply from intermediate points.

TARIFF AUTHORITIES

C.& E.I.Ry.	No. 600-B	I.C.C. No.	200
C.M.St.P.& P.R.R.	No. 15165-C	I.C.C. No.	B-6248
I.C.R.R.	No. 1537-K	I.C.C. No.	A-11148

I. & S. DOCKET 4718
EXHIBIT NO. 7
WITNESS - J. J. Schimmel

CONTINENTAL GRAIN COMPANY

STATEMENT OF CORN RECEIPTS AND SHIPMENTS FOR ROCK ISLAND TERMINAL ELEVATOR, SOUTH CHICAGO, ILL. (NUMBER OF CARS COMPUTED AT 84,638 POUNDS PER CAR)

FOR PERIOD MAY 1st TO NOVEMBER 30, 1939

RECEIVED INBOUND			DISPOSITION OUTBOUND			CARS	PERCENT
VIA RAIL Even rate and I.P.			Via Rail	28,205,690	pounds	333	73.83
Pounds -	42,351,070	501 cars	Via Lake	9,989,160	"	118	26.17
				38,194,850	"		
			On hand 11/30/39	4,156,220	"	451	100.00
				42,351,070	"		
VIA RAIL Lake-Local			Via Rail	1,364,960	pounds	16	1.12
			Via Lake	120,017,710	"	1,418	98.88
Pounds -	121,673,410	1,438 cars		121,382,670	"		
			On hand 11/30/39	290,740	"	1,434	100.00
				121,673,410	"		
VIA BARGE			Via Rail	17,384,610	pounds	205	9.6
Pounds -	187,293,500	2,210 cars	Via Lake	162,941,800	"	1,926	90.3
			Cancelled a/c Quarterly Adjustment	282,750	"	3	.1
				180,609,160	"		
			On hand 11/30/39	6,684,340	"	2,134	100.0
				187,293,500	"		

FOR PERIOD DECEMBER 1, 1939 TO JANUARY 14, 1940

RECEIVED		SHIPMENTS			CARS	PERCENT
VIA RAIL						
Even rate and I.P.		Via Rail	988,530	pounds	12	100.0
Pounds - 6,053,920	72 cars	Via Lake	NONE	"	-	-
			988,530	"		
		On hand 1/14/40	5,065,390	"	12	100.0
			6,053,920	"		
VIA RAIL						
Lake-Local		Via Rail	NONE		-	-
Pounds - 698,530	8 cars	Via Lake	NONE		-	-
		On hand 1/14/40	698,530	pounds	-	-
VIA BARGE						
Pounds - 48,234,230	570 cars	Via Rail	19,369,570	pounds	229	100.0
		Via Lake	NONE	"	-	-
			19,369,570	"		
		On hand 1/14/40	28,864,660	"	229	100.0
			48,234,230	"		

STATEMENT OF CORN SHIPMENTS FROM ROCK ISLAND TERMINAL ELEVATOR, SOUTH CHICAGO, ILL.

PERIOD MAY 1, 1939 TO NOVEMBER 30, 1939

	POUNDS	CARS	PERCENT OF TOTAL DISPOSITION	PERCENT OF PARTICULAR TYPE OF DISPOSITION
TOTAL DISPOSITION	340,186,680	4,019	100.0	
DISPOSITION BY RAIL				
Rail disposition represented by:				
Even rate or I.P. billing	28,205,690	333	8.3	60.1
Lake local billing	1,364,960	16	0.4	2.9
Ex-barge billing	17,384,610	205	5.1	37.0
		554		100.0
DISPOSITION BY LAKE				
Lake disposition represented by:				
Even rate of I.P. billing	9,989,160	118	2.9	.36
Lake local billing	120,017,710	1,418	35.3	42.23
Ex-barge billing	162,941,800	1,926	47.9	57.32
Ex-barge cancelled account quarterly adjustment	282,750	3	.1	.09
	340,186,680	3,465	100.0	100.00

STATEMENT OF CORN SHIPMENTS FROM ROCK ISLAND TERMINAL ELEVATOR, SOUTH CHICAGO, ILL.

PERIOD DECEMBER 1, 1939 TO JANUARY 14, 1940

	POUNDS	CARS	PERCENT OF TOTAL DISPOSITION	PERCENT OF PARTICULAR TYPE OF DISPOSITION
TOTAL DISPOSITION	20,358,100	241	100.0	
DISPOSITION BY RAIL				
Rail disposition represented by:				
Even rate or I.P. billing	988,530	12	4.97	4.97
Lake local billing	NONE	-	-	-
Ex-barge billing	19,369,570	229	95.03	95.03
	20,358,100	241	100.00	100.00
DISPOSITION BY LAKE				
Lake disposition represented by:				
Even rate or I.P. billing	-	-	-	-
Lake local billing	-	-	-	-
Ex-barge billing	-	-	-	-

STATEMENT OF SOYA BEAN RECEIPTS BY BARGE AND TOTAL SHIPMENTS FOR ROCK ISLAND TERMINAL ELEVATOR, SOUTH CHICAGO, ILL. (NUMBER OF CARS COMPUTED AT 90,000 POUNDS PER CAR)

FOR PERIOD MAY 1, 1939 TO NOVEMBER 30, 1939

RECEIVED INBOUND			DISPOSITION OUTBOUND			
					CARS	PERCENT
VIA BARGE			Via Rail	363,220 pounds	4	3.3
Pounds -	10,848,280	121 cars	Via Lake	10,485,060 "	117	96.7
				10,848,280 "	121	100.0

FOR PERIOD DECEMBER 1, 1939 TO JANUARY 14, 1940

VIA BARGE			Via Rail	2,400,000 pounds	27	36.48
Pounds -	9,397,450	104 cars	Via Lake	4,190,270 "	47	63.52
				6,590,270 "		
			On hand 1/14/40	2,807,180 "	74	100.00
				9,397,450 "		

STATEMENT OF SOYA BEAN SHIPMENTS FROM ROCK ISLAND TERMINAL ELEVATOR, SOUTH CHICAGO, ILL.

PERIOD MAY 1, 1939 TO NOVEMBER 30, 1939

	POUNDS	CARS	PERCENT OF TOTAL DISPOSITION	PERCENT OF PARTICULAR TYPE OF DISPOSITION
TOTAL DISPOSITION	10,848,280	121	100.0	
DISPOSITION BY RAIL				
Rail disposition represented by: Ex-barge billing	363,220	4	3.3	100.0
DISPOSITION BY LAKE				
Lake disposition represented by: Ex-barge billing	10,485,060	117	96.7	100.0
	10,848,280	121	100.0	

PERIOD DECEMBER 1, 1939 TO JANUARY 14, 1940

TOTAL DISPOSITION	6,590,270	74	100.0	
DISPOSITION BY RAIL				
Rail disposition represented by: Ex-barge billing	2,400,000	27	36.5	100.0
DISPOSITION BY LAKE				
Lake disposition represented by: Ex-barge billing	4,190,270	47	63.5	100.0
	6,590,270	74	100.00	

STATEMENT OF WHEAT RECEIPTS BY BARGE AND TOTAL SHIPMENTS
FOR ROCK ISLAND TERMINAL ELEVATOR, SOUTH CHICAGO, ILL.
(NUMBER OF CARS COMPUTED AT 90,000 POUNDS PER CAR)

FOR PERIOD MAY 1, 1939 TO NOVEMBER 30, 1939

RECEIVED INBOUND			DISPOSITION OUTBOUND				
						CARS	PERCENT
VIA BARGE Pounds	6,654,480	74 cars	Via Rail	90,000	pounds	1	1.35
			Via Lake	6,366,730	"	71	95.94
			Cancelled account quarterly adjustment	197,750	"	2	2.71
				6,654,480	"	74	100.00

FOR PERIOD DECEMBER 1, 1939 TO JANUARY 14, 1940

VIA BARGE Pounds	-	-	-	-	-	-	-

STATEMENT OF WHEAT SHIPMENTS FROM ROCK ISLAND TERMINAL ELEVATOR, SOUTH CHICAGO, ILL.

PERIOD MAY 1, 1939 TO NOVEMBER 30, 1939

	POUNDS	CARS	PERCENT OF TOTAL DISPOSITION	PERCENT OF PARTICULAR TYPE OF DISPOSITION
TOTAL DISPOSITION	6,654,480	74	100.00	
DISPOSITION BY RAIL				
Rail disposition represented by: Ex-barge billing	90,000	1	1.35	100.00
DISPOSITION BY LAKE				
Lake disposition represented by: Ex-barge billing	6,366,730	71	95.94	97.26
Ex-barge billing cancelled account quarterly adjustment	197,750	2	2.71	2.74
	6,564,580	74	100.00	100.00

PERIOD DECEMBER 1, 1939 TO JANUARY 14, 1940

TOTAL DISPOSITION	-	-	-	-

MORRIS GRAIN CO.

I&S Docket 4718
Exhibit ____
Witness RT

RECEIPTS AND DISPOSITION OF ILLINOIS GRAIN FROM MAY 1, 1939 TO NOVEMBER 30, 1939

Page 1.

RECEIPTS VIA LAKE		CARS	TOTAL PERCENT	DISPOSITION OF X LAKE RECEIPTS		PERCENT BY TYPE OF DISPOSITION
Barley	11,167,230 lbs.	124	100%	Via Rail	7,229,830 lbs.	100%
RECEIPTS OF BARGE GRAIN				DISPOSITION OF X BARGE RECEIPTS		
Wheat	22,158,990 lbs.	246		Wheat - Via Rail	5,570,910 "	3.
				" " Lake	14,319,000 "	5.
Corn	275,216,806 "	3251		Corn " Rail	63,865,110 "	18.5
				" " Lake	189,296,710 "	62.5
Oats	15,634,000 "	244		Oats " Rail	13,706,180 "	4.6
				Rye " Rail	290,900 "	
Rye	290,890 "	3		Soy Beans Rail	1,099,900 "	.4
				" " " Lake	18,446,100 "	6.
Beans	33,004,420 "	[illegible]				
				TOTAL	306,594,810 "	100%
TOTAL	346,305,106 "	4136	100%			
RAIL RECEIPTS OF INTRASTATE NON-TRANSIT CORN				DISPOSITION OF INTRASTATE RAIL NON-TRANSIT CORN		
Corn	164,152,800 lbs.	1939	100%	Via Lake	163,464,000 lbs.	100%
*RAIL RECEIPTS OF PROPORTIONAL TRANSIT CORN				DISPOSITION OF PROPORTIONAL RAIL TRANSIT CORN		
Corn	65,184,000 lbs.	770	100%	Via Lake	36,456,000 lbs.	100%

* Contains Indiana Receipts also.

NOTE: All tonnages shown on this exhibit reduced to a per car basis at: wheat, 90,000 lbs.; corn and rye, 84,638 lbs.; oats, 64,000 lbs.; barley, 90,000 lbs.; soy beans, 84,000 lbs.

RECEIPTS & DISPOSITION OF ILLINOIS GRAIN FROM 12/1/39 TO 1/13/40

RECEIPT OF BARGE GRAIN		CARS	TOTAL PERCENT	DISPOSITION OF X BARGE RECEIPTS		PERCENT BY TYPE OF DISPOSITION
Wheat	882,150 lbs.	10		Wheat - Via Rail	882,120 lbs.	
Corn	56,566,280. "	668		Corn " "	478,770 "	
Oats	1,486,220 "	23		Oats " "	904,600 "	
Soy Beans	3,914,970 "	46		Soy Beans - Via Rail	2,980,340 "	
TOTAL	62,849,570 "	747	100%	TOTAL	5,245,830 "	100%
RAIL RECEIPTS OF INTRASTATE NON-TRANSIT CORN				DISPOSITION OF INTRASTATE RAIL NON-TRANSIT CORN		
Corn	16,212,000 lbs.	191		N O N E		
*RAIL RECEIPTS OF PROPORTIONAL TRANSIT CORN				DISPOSITION OF PROPORTIONAL RAIL TRANSIT CORN		
Corn	15,652,000 lbs.	184	100%	Corn - Via Rail	4,116,000 lbs.	100%

*Contains Indiana Receipts also.

DISPOSITION IN PERCENT OF CORN FROM 5/1/39 TO 1/13/40

	NO. OF CARS	PERCENT OF TOTAL DISPOSED	PERCENT OF PARTICULAR TYPE OF DISPOSITION
TOTAL DISPOSITION OF	5407	100%	
DISPOSITION BY RAIL -			
Rail Disposition Represented by:			
Even Rate or Ill.Prop.Billing	48	.9	6.
Lake Local Billing	None		
X Barge Billing	760	14.1	94.
TOTAL	808		100%
DISPOSITION BY LAKE -			
Lake Disposition Represented by:			
Even Rate or Ill. Prop.Billing	430	8.	9.4
Lake Local Billing	1932	35.7	42.
X Barge Billing	2237	41.3	48.6
TOTAL	4599	100%	100%

Exhibit No. 1
I&S Docket No.4718

Statement showing excerpts from tariffs of the B&O RR, Penna RR, Erie RR, GT Ry, PM Ry and MC RR showing application provided in connection with the various "Proportional and Reshipping Rates."

Sheets 1 to 4 cover B&O Tariff ICC WL-10166
Sheets 5 to 9 cover PRR Tariff ICC 573
Sheets 10 and 11 cover PM Tariff ICC 4704
Sheet 12 covers Erie Tariff ICC A-6558
Sheets 13 to 18 cover MC Tariff ICC 5882
Sheets 19 and 20 cover GT Tariff GTLW ICC A-2349

B&O RR. Tariff H 3333 D, Sec 6 WL 10116

Effective September 4-1931

APPLICATION OF RATES.

EXPLANATION OF GROUPS.

GROUP "A" (Local Rates).

Rates shown under Group "A" will apply:

On Grain and Grain Products, as described on pages 4 and 5 carloads, originating locally at the following points, viz.:

Chicago, Ill., and points within the Chicago Switching District as provided in Note 8.

GROUP "B" (Trans-Mississippi River).

(See Note 4.)

Rates shown under Group "B" will apply:

On Grain, as described on page 4, carloads.

From Chicago, Ill., and other Junction points within the Chicago District, viz.:

Blue Island	Ill	Hammond	Ind	South Chicago	Ill
♦East Chicago	Ind	Indiana Harbor	Ind	Whiting	Ind

When originating at points in Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones' I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof (subject to Note 6), handled under rules governing transit privileges, published in tariffs lawfully on file with the Interstate Commerce Commission, also on through consignments of grains from Trans-Mississippi River territory, except as otherwise specifically provided herein.

GROUP "C" (Trans-Mississippi River).

(See Note 4.)

Rates shown under Group "C" will apply:

On Grain Products, as described on pages 4 and 5, carloads.

From Chicago, Ill., and other Junction points within the Chicago District, viz.:

Blue Island	Ill	Hammond	Ind	South Chicago	Ill
♦East Chicago	Ind	Indiana Harbor	Ind	Whiting	Ind

When originating in Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones' I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof, subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission. (See Exceptions.)

Will also apply on Grain Products milled or malted in transit at Northwest Milling or Malting points named in Group 1, page 10, from Grain originating at points in Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones' I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof. (A. S. No. NW-1802.)

Exceptions.

Rates from Chicago, Ill., or points enumerated above will apply on Grain Products milled or malted thereat from Grain originating in Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones' I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof, also on through consignments of Grain Products from Trans-Mississippi River territory, **except** as otherwise specifically provided herein.

For explanation of Notes and Reference Marks, see pages 5 to 8.

APPLICATION OF RATES Continued.

GROUP "D" (Northwest).

See Note 4.

Rates shown under Group "D" will apply (subject to Note 6)

On Grain, as described on page 4, carloads.

From Chicago, Ill., and other Junction points within the Chicago District, viz:

Blue Island	Ill	Hammond	Ind	South Chicago	Ill
‡East Chicago	Ind	Indiana Harbor	Ind	Whiting	Ind

When originating in the following described territory: (A. S. No. NW-1896.)

(a) Points in Wisconsin.

(b) From points in the Upper Peninsula of Michigan.

(c) Points west of the Minnesota-Wisconsin State Line, **except** Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones' I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof. (See Group "B".)

(d) Points in the Dominion of Canada, viz: All points in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

‡ (e) On shipments which arrive by Boat Lines at Chicago, Ill., originating at any of the points in the above defined territory.

GROUP "E" (Northwest).

(See Note 4.)

Rates shown under Group "E" will apply (subject to Note 6).

On Grain Products, as described on pages 4 and 5, and Feed, Animal, Poultry or Pigeon, as described in Note 5, carloads.

From Chicago, Ill., and other Junction points within the Chicago District, viz:

Blue Island	Ill	Hammond	Ind	South Chicago	Ill
‡East Chicago	Ind	Indiana Harbor	Ind	Whiting	Ind

Paragraph A. Except as otherwise provided for herein under Group "C" (Trans-Mississippi River), when milled or malted in transit at Northwest Milling or Malting points named in Group 1, page 10, from grains originating at points beyond. (See Note below). (A. S. Nos. NW-1672, NW-1802.)

Note—Transfer bills from western connections must show station at which milled or malted and bear notation, "Milled in transit" or "Malted in transit" (as the case may be), and charges up to Chicago and other junctions of eastern and western roads as named herein, must be prepaid or transfer bills must show **"Free Account Transit,"** otherwise shipments will be charged at local rates east of Chicago or other junctions of eastern and western roads as named herein.

Paragraph B. ‡When milled or malted in transit at **interior milling or malting** points named in Group 2, page 10, from Grain which originates in Wisconsin, the Upper Peninsula of Michigan, and at points west of the Minnesota-Wisconsin State Line, and north of the Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones' I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof. (See Note below.)

Note—Transfer bills from western connections must show origin of grain and station at which milled or malted, and bear notation "Milled or Malted in Transit" and charges up to Chicago and other junctions of eastern and western roads as named herein, must be prepaid or transfer bills must show **"Free account Transit,"** otherwise shipments will be charged at local rates east of Chicago, or other junctions of eastern and western roads as named herein.

Paragraph C. ‡When the Grain Products enumerated originate at points in the Upper Peninsula of Michigan, in Wisconsin and at points west of the Minnesota-Wisconsin State Line and which are not included in Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones' I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof.

Paragraph D. ‡Also when milled, malted, mixed or reconsigned in transit at Chicago, Ill., and other junction points named herein en route to final destination in accordance with, and subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission, provided the Grain so milled, malted, mixed or reconsigned originated in Wisconsin, the Upper Peninsula of Michigan and west of the Minnesota-Wisconsin State Line and north of Trans-Mississippi River territory, as described in Territorial Directory No. 3-E, Agent B. T. Jones, I. C. C. No. 2008, Baltimore and Ohio Railroad Agency No. 1100-E, supplements thereto or successive issues thereof. (A. S. No. NW-1896.)

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‡Will also apply when the Grain originates at points in the Dominion of Canada, viz: All points in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

For explanation of Notes and other Reference Marks, see pages 5 to 8.

‡ This paragraph was changed in Supplement No. 8, effective September 1, 1932 to read as follows:

(e) On shipments which arrive by boat lines at Chicago, Ill.

APPLICATION OF RATES—Continued.

Group 1—List of Northwest Milling and Malting Points.

Aberdeen	S. D	Faribault	Minn	Le Sueur	Minn	St. James	Minn
Albert Lea	Minn	Faulkton	S. D	Madelia	Minn	St. Louis Park	Minn
Alden	Minn	Foley	Minn	Madison	Minn	St. Paul	Minn
Anoka	Minn	Frankfort	S. D	Madison	S. D	St. Peter	Minn
Appleton	Minn	Franklin	Minn	Madison Lake	Minn	Sauk Center	Minn
Arlington	Minn	Frederick	S. D	Manchester	Minn	Selby	S. D
Arlington	S. D	Gaylord	Minn	Mankato	Minn	Shakopee	Minn
Ashton	S. D	Gettysburg	S. D	Marietta	Minn	Short Line Park	Minn
Austin	Minn	Gibbon	Minn	Marshall	Minn	Sisseton	S. D
Baltic	S. D	Glencoe	Minn	Melrose	Minn	Sleepy Eye	Minn
^Bayport	Minn	Goodhue	Minn	Milbank	S. D	Smithville	S. D
Belle Plaine	Minn	Graceville	Minn	Minneapolis	Minn	Spirit Lake	Minn
Belview	Minn	Granite Falls	Minn	Minnesota Transfer	Minn	Springfield	Minn
Benson	Minn	Green Isle	Minn	Mitchell	S. D	Stewart	Minn
Bird Island	Minn	Greenland	Minn	Montevideo	Minn	Stillwater	Minn
Blooming Prairie	Minn	Groton	S. D	Montgomery	Minn	Strandsburg	S. D
Blue Earth	Minn	Hamburg	Minn	Morgan	Minn	Superior	Wis
Bowdle	S. D	Hanley Falls	Minn	Morris	Minn	Toronto	S. D
Boyd	Minn	Hanska	Minn	Morristown	Minn	Vienna	S. D
Bristol	S. D	Hartland	Minn	Morton	Minn	Volin	S. D
Britton	S. D	Hastings	Minn	Mt. Vernon	S. D	Wabasha	Minn
Brookings	S. D	Hazel Run	Minn	Newark	S. D	Waconia	Minn
Butterfield	Minn	Hector	Minn	New London	Minn	Walnut Grove	Minn
Canby	Minn	Henderson	Minn	New Prague	Minn	Warner	S. D
Cannon Falls	Minn	Hixon	Minn	New Richland	Minn	Warsaw	Minn
Canton	Minn	Hosmer	S. D	New Ulm	Minn	Waseca	Minn
Carver	Minn	Howard	S. D	Northfield	Minn	Waterford	Minn
Centerville	S. D	Huron	S. D	Norwood	Minn	Watertown	S. D
Chaska	Minn	Ipswich	S. D	Odessa	Minn	Waterville	Minn
Chippewa Falls	Wis	Jackson	Minn	Olivia	Minn	Waverly	S. D
Clarkfield	Minn	Janesville	Minn	Ortonville	Minn	Weaver	Minn
Cologne	Minn	Jefferson	S. D	Osakis	Minn	Webster	S. D
Dawson	Minn	Jordan	Minn	Otisco	Minn	Wells	Minn
Delhi	Minn	Kasson	Minn	Owatonna	Minn	Westbrook	Minn
Deli Rapids	S. D	Kenyon	Minn	Parker	S. D	West Concord	Minn
Dodge Center	Minn	Kilkenney	Minn	Pipestone	Minn	Wheaton	Minn
Duluth	Minn	Klossner	Minn	Plainview	Minn	White Rock	S. D
Dundas	Minn	LaCrosse	Wis	Plato	Minn	Windom	Minn
Echo	Minn	La Fayette	Minn	Redfield	S. D	Winnebago	Minn
Edgeley	N. D	Lake Benton	Minn	Red Wing	Minn	Winona	Minn
Ellendale	N. D	Lake City	Minn	Redwood	Minn	Winthrop	Minn
Elmore	Minn	Lake Crystal	Minn	Redwood Falls	Minn	Wood Lake	Minn
Elysian	Minn	Lakefield	Minn	Revillo	S. D	Woonsocket	S. D
Eureka	S. D	Lakeville	Minn	Rochester	Minn	Worthington	Minn
Eyota	Minn	Lanesboro	Minn	Rushford	Minn	Yankton	S. D
Fairfax	Minn	Langford	S. D	St. Cloud	Minn	Young America	Minn
Fairmont	Minn	Leroy	Minn				

Group 2—List of Interior Milling or Malting Points.

Akron	Iowa	De Pere	Wis	Lomira	Wis	Ripon	Wis
Algona	Iowa	Des Moines	Iowa	Loyal	Wis	River Falls	Wis
Alma	Wis	Dixon	Ill	Luxemburg	Wis	Rochelle	Ill
Alton	Iowa	Dubuque	Iowa	Manawa	Wis	Rockford	Ill
Ames	Iowa	Eagle	Wis	Manchester	Iowa	Rock Valley	Iowa
Amherst	Wis	Eau Claire	Wis	Manitowoc	Wis	Rubicon	Wis
Amherst Junction	Wis	Elgin	Ill	Manning	Iowa	St. Charles	Ill
Appleton	Wis	Fond du Lac	Wis	Marinette	Wis	Savanna	Ill
Arcadia	Wis	Fort Dodge	Iowa	Marshfield	Wis	Seymour	Wis
Aurora	Ill	Fountain City	Wis	Mauston	Wis	Sheboygan	Wis
Baraboo	Wis	Fox Lake	Wis	Mayville	Wis	Sheldon	Iowa
Barton	Wis	Freeport	Ill	Menomonie	Wis	Sioux City	Iowa
Belmond	Iowa	Fulton	Ill	Merrill	Wis	Sioux Falls	S. D
Beloit	Wis	Galesville	Wis	Milwaukee	Wis	Sparta	Wis
Berlin	Wis	Garber	Iowa	Missouri Valley	Iowa	Spencer	Iowa
Black River Falls	Wis	Grafton	Wis	Neenah	Wis	Spencer	Wis
Blair	Wis	Green Bay	Wis	Neillsville	Wis	Stevens Point	Wis
Burkhardt	Wis	Greenleaf	Wis	Neola	Iowa	Stoughton	Wis
Burlington	Wis	Harlan	Iowa	New Richmond	Wis	Thiensville	Wis
Cadott	Wis	Hartford	Wis	Northfield	Minn	Tomah	Wis
Cedarburg	Wis	Hudson	Wis	Oconomowoc	Wis	Union Center	Wis
Cedar Falls	Iowa	Humboldt	Iowa	Oconto	Wis	Valley Junction	Wis
Cedar Rapids	Iowa	Independence	Iowa	Oostburg	Wis	Valley Springs	S. D
Charter Oak	Iowa	Iola	Wis	Oshkosh	Wis	Waterloo	Iowa
Cherokee	Iowa	Iron Ridge	Wis	Ossian	Iowa	Waterloo	Wis
Chilton	Wis	Janesville	Wis	Peoria	Ill	Watertown	Wis
Chippewa Falls	Wis	Jefferson	Wis	Pepin	Wis	Waukesha	Wis
Cleveland	Wis	Jefferson Junction	Wis	Peterson	Iowa	Waupaca	Wis
Clinton	Iowa	Kenosha	Wis	Portage	Wis	Wausau	Wis
Columbus	Wis	Kewaskum	Wis	Port Washington	Wis	West Bend	Wis
Danbury	Iowa	Kewaunee	Wis	Prairie du Chien	Wis	Westfield	Wis
Darien	Wis	Lake Mills	Wis	Princeton	Wis	Weyauwega	Wis
Davenport	Iowa	Leeds	Iowa	Reedsburg	Wis	Wisconsin Rapids	Wis
Decorah	Iowa	Le Mars	Iowa	Richland Center	Wis	Wonewoc	Wis
Delavan	Wis						

^Change in name made.

APPLICATION OF RATES—Continued.

EXPLANATION OF GROUPS—Concluded.

GROUP "F" (Reshipping).

(See Note 4).

Rates shown under Group "F" are reshipping or porportional rates (subject to Note 6) and will apply:

On Grain, as described on page 4, carloads.

From Chicago, Ill., and other Junction points within the Chicago District, viz.:

Blue Island	Ill	Hammond	Ind	South Chicago	Ill
East Chicago	Ind	Indiana Harbor	Ind	Whiting	Ind

When originating at points beyond, **except** as provided for under Groups "B" and "D", and will also apply on Grain originating in same territory, handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission. (A. S. No. NW-1896.)

GROUP "G" (Reshipping).

(See Note 4).

Group "G" rates are reshipping or proportional rates (subject to Note 6) and will apply:

On Grain Products, as described on pages 4 and 5, carloads.

From Chicago, Ill., and other Junction points within the Chicago District, viz.:

Blue Island	Ill	Hammond	Ind	South Chicago	Ill
East Chicago	Ind	Indiana Harbor	Ind	Whiting	Ind

When consigned or billed through from points beyond, **except** on traffic originating in Trans-Mississippi River Territory (see Group C), or Northwest (see Group E). (A. S. No. NW-1896.)

or

When originating at points beyond, **except** on traffic originating in Trans-Mississippi River Territory (see Group "C") or Northwest (see Group "E") and the traffic is handled under the rules governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission.

or

When milled, malted, mixed or reconsigned in transit at Chicago, Ill., and junction points enumerated above, from grain originating at points beyond, **except** grain originating in Trans-Mississippi River Territory (see Group "C") or Northwest (see Group "E").

GROUP "I"

Rates shown under Group "I" will apply:

On By-Products of Grain, as described on page 5, carloads; also on carload quantities of a mixture of By-Products of Grain with Grain and (or) Grain Products described on pages 4 and 5. Not less than 50 per cent of such mixture must consist of By-Products of Grain in order to entitle the said mixture to the commodity rates on By-Products of Grain, subject to minimum carload weight of 40,000 pounds.

CHARGES RESULTING FROM THE RATES IN THIS SUPPLEMENT ARE SUBJECT TO THE PROVISIONS OF TARIFF OF EMERGENCY CHARGES.

SUPPLEMENT 30
To
P.S.C.-PA. 328, W. VA. 44
OHIO 85, M.P.U.C. 28, C.R.C. 49
P.L.& W.R.R., OHIO 658
CANCELS SUPPLEMENTS 3,11,23 AND 28
SUPPLEMENTS ① 8, 29 AND 30 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

SUPPLEMENT 34
To
ILL. C.C. 34
CANCELS SUPPLEMENTS 5,15,27 AND 32
SUPPLEMENTS ① 11, 33 AND 34 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

① CONNECTING LINK BLANKET SUPPLEMENT.

SUPPLEMENT 35
To
I.C.C. 573
CANCELS SUPPLEMENTS 7,16,28 AND 33
SUPPLEMENTS ① 12,34 AND 35 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

SUPPLEMENT 32
To
I.R.C. 48
CANCELS SUPPLEMENTS 5,13,25 AND 30
SUPPLEMENTS 1, ① 10, 31 AND 32 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

TARIFF 73-A

THE PENNSYLVANIA RAILROAD COMPANY

LOCAL, JOINT AND PROPORTIONAL FREIGHT TARIFF

—OF—

GRAIN, GRAIN PRODUCTS AND GRAIN BY-PRODUCTS

—FROM STATIONS ON—

PENNSYLVANIA RAILROAD
BOYNE CITY, GAYLORD AND ALPENA R. R.
MANISTEE & NORTHEASTERN R. R.
PITTSBURGH AND LAKE ERIE R. R.
PITTSBURGH, CHARTIERS & YOUGHIOGHENY RY.
PITTSBURGH, LISBON & WESTERN R. R.
YALE SHORT LINE R. R.

—TO STATIONS IN—

ILLINOIS,
INDIANA,
IOWA,
KENTUCKY,
MARYLAND,
MICHIGAN,
MINNESOTA,
MISSOURI,
NEW YORK,
OHIO,
PENNSYLVANIA,
WEST VIRGINIA,
WISCONSIN.

GOVERNED, EXCEPT AS OTHERWISE PROVIDED HEREIN, BY THE OFFICIAL CLASSIFICATION, I.C.C.-O.C.51, P.S.C.-PA.-O.C.51, P.S.C.-W.VA.-O.C.51, OHIO-O.C.51, I.R.C.-O.C.51, ILL.C.C.-O.C.51, M.P.U.C.-O.C.51 (A.H.GAMERLY, AGENT); BY EXCEPTIONS THERETO, I.C.C.2506, P.S.C.-PA.163, P.S.C.-W.VA.153, OHIO 1456, I.R.C.-D.486, ILL.C.C.311, M.P.U.C.458, C.R.C.1259, (B.T.JONES, AGENT), AND BY SUPPLEMENTS TO OR SUCCESSIVE ISSUES OF SAID PUBLICATIONS.

ISSUED FEBRUARY 22, 1933.

EFFECTIVE MARCH 25, 1933.
EXCEPT AS OTHERWISE PROVIDED HEREIN.

W. R. COX,
FREIGHT TRAFFIC MANAGER,
CHICAGO, ILL.

BY G. P. SHAW,
CHIEF OF TARIFF BUREAU,
15 N. 32ND STREET,
PHILADELPHIA, PA.

H. C. OLIVER,
FREIGHT TRAFFIC MANAGER,
PITTSBURGH, PA.

(3500)

RECEIVED		
MONTH	DAY	YEAR

(Box 131)

(G. O. 6476)
AGENT'S INDEX 281
(FORMERLY AGENT'S INDEX 300)

C-38

ITEM

REISSUE, CHANGE IN SUPPLEMENT 23, EFFECTIVE SEPTEMBER 1, 1932, AMENDS PAGE 521 OF TARIFF

413A CANCELS 413

GRAIN, CARLOADS, AS DESCRIBED IN ITEM 5 OF TARIFF.
RATES NAMED HEREIN WHICH ARE SUBJECT TO THIS ITEM APPLY:
ON GRAIN, CARLOADS, WHEN ORIGINATING IN THE FOLLOWING DESCRIBED TERRITORY:
POINTS IN WISCONSIN.
POINTS IN THE UPPER PENINSULA OF MICHIGAN.
POINTS WEST OF THE MINNESOTA-WISCONSIN STATE LINE EXCEPT TRANS-MISSISSIPPI RIVER TERRITORY, AS DESCRIBED IN TERRITORIAL DIRECTORY 3-E, I.C.C.2008.
POINTS IN THE DOMINION OF CANADA, VIZ.: ALL POINTS IN THE PROVINCES OF ALBERTA, BRITISH COLUMBIA, MANITOBA AND SASKATCHEWAN.
ON SHIPMENTS WHICH ARRIVE BY BOAT LINES AT CHICAGO AND POINTS NAMED IN ITEM 423 OF TARIFF. (D593)

REISSUE, CHANGE IN SUPPLEMENT 21, EFFECTIVE JULY 18, 1932, AMENDS PAGE 521 OF TARIFF

418A CANCELS 418 (D343)

GRAIN, CARLOADS AS DESCRIBED IN ITEM 5 OF TARIFF, AS AMENDED.
RATES NAMED HEREIN WHICH ARE SUBJECT TO THIS ITEM APPLY:
FROM CHICAGO, ILL., AND POINTS NAMED IN ITEM 423 OF TARIFF.
WHEN ORIGINATING BEYOND, EXCEPT AS PROVIDED FOR IN ITEMS 400 AND 413 OF TARIFF AND REACHING THE RESHIPPING POINT VIA A RAIL OR WATER TRANSPORTATION LINE THAT CAN FURNISH TO THE OUTBOUND CARRIER FREIGHT BILL OR LIKE DOCUMENTARY EVIDENCE AS TO THE ORIGIN OF TRAFFIC AND RATE PAID TO THE RESHIPPING POINT, AND WILL ONLY APPLY ON SUCH TRAFFIC PROVIDED THAT IN NO CASE SHALL THE COMBINATION THROUGH RATE TO AND FROM THE RESHIPPING POINT BE LESS THAN THE LOCAL RATE FROM THE RESHIPPING POINT OF DESTINATION, THE DIFFERENCE NECESSARY TO PROTECT THE LOCAL RATES FROM THE RESHIPPING POINT TO BE ADDED TO THE RESHIPPING OR PROPORTIONAL RATE THEREFROM.
THESE RATES ARE SUBJECT TO TRANSIT RULES AND REGULATIONS PUBLISHED IN TARIFFS ON FILE WITH THE INTERSTATE COMMERCE COMMISSION.
RATES ALSO APPLY ON THROUGH BILLED SHIPMENTS ORIGINATING AT POINTS IN TERRITORY AS DESCRIBED IN THIS ITEM, NOT STOPPED IN TRANSIT AT RESHIPPING POINTS SUBJECT TO THIS APPLICATION.
FROM MACKINAW CITY, MICH.:
WHEN ORIGINATING AT POINTS BEYOND, EXCEPT ORIGIN TERRITORY PROVIDED FOR IN ITEM 413 OF TARIFF.
THESE RATES ARE SUBJECT TO TRANSIT RULES AND REGULATIONS PUBLISHED IN TARIFFS ON FILE WITH THE INTERSTATE COMMERCE COMMISSION.

REISSUE, CHANGE IN SUPPLEMENT 25, EFFECTIVE NOVEMBER 1, 1932, AMENDS PAGE 521 OF TARIFF

420A CANCELS 420

GRAIN PRODUCTS, CARLOADS, AS DESCRIBED IN ITEMS 20 TO 110 OF TARIFF. RATES NAMED HEREIN WHICH ARE SUBJECT TO THIS ITEM APPLY:
(A) FROM CHICAGO, ILL., AND POINTS NAMED IN ITEM 423 OF TARIFF WHEN ORIGINATING AT POINTS BEYOND (EXCEPT ORIGIN TERRITORY PROVIDED FOR IN ITEMS 403 AND 410 OF TARIFF) RECEIVED FROM CONNECTING RAIL OR LAKE LINES.
(B) FROM MACKINAW CITY, MICH., WHEN ORIGINATING AT POINTS BEYOND (EXCEPT ORIGIN TERRITORY PROVIDED FOR IN ITEM 410 OF TARIFF) RECEIVED FROM CONNECTING RAIL LINES. (D716)

REISSUE, CHANGE IN SUPPLEMENT 25, EFFECTIVE NOVEMBER 1, 1932, AMENDS PAGE 522 OF TARIFF AND SUPPLEMENT 24

431A CANCELS 431

CHICAGO AND NORTHWESTERN RAILWAY STATIONS;
WEST CLINTON, IOWA (ITEM 4845), LOW MOOR, IOWA (ITEM 4850).
ALMONT, IOWA (ITEM 5195) TO CHARLOTTE, IOWA (ITEM 5215) INCLUSIVE.
MAQUOKETA, IOWA (ITEM 5230) TO ANAMOSA, IOWA (ITEM 5265) INCLUSIVE.
RANDALL, IOWA (ITEM 5315) TO GILBERT, IOWA (ITEM 5325) INCLUSIVE.
CLUTIER, IOWA (ITEM 5545) TO SCARVILLE, IOWA (ITEM 5650) INCLUSIVE.
TOLEDO, IOWA (ITEM 5755) TO LEDYARD, IOWA (ITEM 6020) INCLUSIVE.
CRAIG, IOWA (ITEM 6030) TO DOLLIVER, IOWA (ITEM 6075) INCLUSIVE.
SECOR, IOWA (ITEM 6110) TO BRONSON, IOWA (ITEM 6520) INCLUSIVE.
SALEM, S.D. (ITEM 7430) TO YANKTON, S.D. (ITEM 7495) INCLUSIVE.
CHICAGO, BURLINGTON & QUINCY RAILROAD STATION;
SIOUX CITY, IOWA (ITEM 6365).
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD STATIONS;
FILLMORE, IOWA (ITEM 4465).
LEEDS GROVE, IOWA (ITEM 5080) TO WESTON, IOWA (ITEM 5410) INCLUSIVE.
OAKTON, IOWA (ITEM 5500) TO OXFORD MILLS, IOWA (ITEM 5545) INCLUSIVE.
LONG GROVE, IOWA (ITEM 5640) TO MAQUOKETA, IOWA (ITEM 5660) INCLUSIVE.
DES MOINES, IOWA (ITEM 5735) TO GILLETT GROVE, IOWA (ITEM 5965) INCLUSIVE.
ARDON, IOWA (ITEM 6005) TO NORTHERN JUNCTION, MO., (ITEM 6245) INCLUSIVE.
KENWOOD PARK, IOWA (ITEM 6315) TO HIGHLAND, IOWA (ITEM 6400) INCLUSIVE.
MASON CITY, IOWA (ITEM 6575) TO MARION JUNCTION, S.D. (ITEM 6775) INCLUSIVE.
SCOTLAND, S.D. (ITEM 6905).
BRIDGEWATER, S.D. (ITEM 6840) TO MITCHELL, S.D. (ITEM 6860) INCLUSIVE.
OTRANTO, IOWA (ITEM 7005) TO PLYMOUTH JUNCTION, IOWA (ITEM 7022) INCLUSIVE.
SIOUX FALLS, S.D. (ITEM 8655) TO YANKTON, S.D. (ITEM 8870) INCLUSIVE.
UTICA, S.D. (ITEM 8925) TO ETHAN, S.D. (ITEM 8950) INCLUSIVE.
RAPID CITY, S.D. (ITEM 9100).
CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY STATIONS;
LINN, IOWA (ITEM 805) TO NORTHWOOD, IOWA (ITEM 1035) INCLUSIVE.
TODDVILLE, IOWA (ITEM 1265) TO FERNALD, IOWA (ITEM 1500) INCLUSIVE.
BURDETTE, IOWA (ITEM 1545) TO LUVERNE, MINN. (ITEM 1925) INCLUSIVE.
ROUND LAKE, MINN. (ITEM 1945) WORTHINGTON, MINN. (ITEM 1950).
GOODRIE, IOWA (ITEM 2505) TO LAURENS, IOWA (ITEM 2550) INCLUSIVE.
MACLAY, IOWA (ITEM 2565).
ROBBIE, IOWA (ITEM 2575) TO CLOVERDALE, IOWA (ITEM 2605) INCLUSIVE.
CLINTON, DAVENPORT & MUSCATINE RAILWAY STATIONS;
IOWANA, IOWA (ITEM 32) MUSCATINE, IOWA (ITEM 65).
FT. DODGE, DES MOINES & SOUTHERN RAILROAD STATIONS;
FT. DODGE, IOWA (ITEM 5) TO WOLF, IOWA (ITEM 90) INCLUSIVE.
FRAZER, IOWA (ITEM 95).
FLUGSTEAD, IOWA (ITEM 205) TO LEHIGH, IOWA (ITEM 220) INCLUSIVE.
ILLINOIS CENTRAL RAILROAD STATIONS;
REMSEN, IOWA (ITEM 4225) TO SIOUX CITY, IOWA (ITEM 4260) INCLUSIVE.
MASON CITY & CLEAR LAKE RAILROAD STATIONS;
EMERY, IOWA (ITEM 15), CLEAR LAKE, IOWA (ITEM 20). (D746)

SECTION 2 RULES GOVERNING APPLICATION OF PROPORTIONAL AND RE-SHIPPING RATES-CONTINUED

ITEM

REISSUE, CHANGE IN SUPPLEMENT 25, EFFECTIVE NOVEMBER 1, 1932, AMENDS PAGE 522 OF TARIFF AND SUPPLEMENT 24

MINNEAPOLIS & ST. LOUIS RAILROAD STATIONS;

EMMONS, IOWA (ITEM 125) TO WOLF, IOWA (ITEM 230) INCLUSIVE.
HUNTINGTON, IOWA (ITEM 355) TO DANA, IOWA (ITEM 500) INCLUSIVE.
NORTHWOOD, IOWA (ITEM 885) TO MINERVA JCT., IOWA (ITEM 990) INCLUSIVE.
LATIMER, IOWA (ITEM 1275) TO STORY CITY, IOWA (ITEM 1370) INCLUSIVE.

431A CANCELS 431

TAMA & TOLEDO RAILROAD STATION;

TOLEDO, IOWA (ITEM 15).

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY STATIONS; (D746)

WATERLOO, IOWA (ITEM 5) TO ROBINS, IOWA (ITEM 128) INCLUSIVE.
AS DEFINED IN OFFICIAL LIST OF OPEN AND PREPAY STATIONS NO. 47, AGENT F.A.LELAND'S I.C.C. NO. A-12, AGENT B.T.JONES' I.C.C. NO. 2524.

REISSUE, CHANGE IN SUPPLEMENT 17, EFFECTIVE MAY 1, 1932, AMENDS PAGE 522 OF TARIFF

RATES NAMED HEREIN WHICH ARE SUBJECT TO THIS ITEM ARE PROPORTIONAL OR RESHIPPING RATES AND APPLY FROM PEORIA, ILL., ON SHIPMENTS OF GRAIN ORIGINATING AT POINTS IN ILLINOIS AND IOWA AS NAMED IN PARAGRAPH (B) OF THIS ITEM, UNDER THE FOLLOWING CONDITIONS.

(A) WHEN GRAIN IS DESTINED TO:

BLAIRSVILLE, PA. — GAULEY BRIDGE, W.VA. — JOHNSTOWN, PA. — WHEELING, W.VA.
BUFFALO, N.Y. — HUNTINGTON, W.VA. — PARKERSBURG, W.VA.
CHARLESTON, W.VA. — INDIANA, PA. — PITTSBURGH, PA.

AND POINT TAKING SAME RATES OR ARBITRARIES HIGHER AS PER ITEMS 155 TO 185 OF TARIFF (SEE NOTE A).

NOTE A.-ON GRAIN ORIGINATING AT POINTS SHOWN IN ITEM 835 OF THIS TARIFF AND IN TARIFFS NAMED BELOW UNDER ITEMS AND INDICES SHOWN, THE PROPORTIONAL OR RESHIPPING RATES FROM PEORIA, ILL., WILL ONLY APPLY WHEN THE SPECIFIC PROPORTIONAL RATES NAMED IN ITEM 835 OF THIS TARIFF AND IN TARIFFS NAMED BELOW UNDER ITEMS AND INDICES SHOWN, ARE ASSESSED TO PEORIA, ILL.

433A CANCELS 433 (D181)

ROADS	TARIFF I.C.C. NO.	ITEM	INDEX NO.
A.T.& S.F.RY.	12136	40,45,50-D	
ALTON R.R.	30	215-D	
C.B.& Q.R.R.	17852		
C.& I.M.RY.	B-222	PAGE 11	
C.& N.W.RY.	9422		87 TO 100, INCLUSIVE. 2101, 4047 TO 4125, 4181, 4183, 5950, 6201 TO 6253, INCLUSIVE.
C.R.I.& P.RY.	C-12146		
C.C.C.& ST.L.RY.	8558		
ILL.CENT.R.R.	A-10179		396, 502 TO 510.
M.& ST.L.R.R.	B-744	175	
N.Y.C.& ST.L.R.R.	3182		1312 TO 1315.
PEORIA GRAIN AND BARGING CO.	2		
T.P.& W.R.R.	9		

(B) WHEN THE GRAIN IS DESTINED TO POINTS NOT COVERED BY PARAGRAPH (A) OF THIS ITEM AND ORIGINATES AT POINTS IN THE STATE OF ILLINOIS; ALSO ON GRAIN WHICH ORIGINATES AT THE FOLLOWING POINTS IN THE STATE OF IOWA:

BECKS, BELLEVIEW, BETTENDORF, BUFFALO, BULLARDS, BURLINGTON, CAMANCHE, CLINTON, DAVENPORT, DUBUQUE, FT.MADISON, FREDONIA, GREEN ISLAND, KEOKUK, LATTY, LYONS, MEDIAPOLIS, MIDDLEROCK, MONTROSE, MORNING STAR, MUSCATINE, PATTERSON, PLEASANT CREEK, PRINCETON, SABULA, TILE WORKS, WEST BURLINGTON, WEST KEITHSBURG.

REISSUE, ADD IN SUPPLEMENT 11, EFFECTIVE JANUARY 1, 1932, AMENDS PAGE 523 OF TARIFF

436 (D802)

ABERDEEN, S.D.	DAWSON, MINN.	JEFFERSON, S.D.	MONTEVIDEO,	PARKER, S.D.	WATERTOWN, S.D.
ARLINGTON, S.D.	FRANKFORT, S.D.	LAKE PRESTON, S.D.	.....MINN.	PARKSTON, S.D.	WAVERLY, S.D.
BOYD, MINN.	GRACEVILLE, MINN.	MADISON, MINN.	ODESSA, MINN.	REDFIELD, S.D.	WEBSTER, S.D.
BROOKINGS, S.D.	GRANITE FALLS, MINN.	MARIETTA, MINN.	OLIVIA, MINN.	REVILLO, S.D.	WORTHINGTON,
CENTERVILLE, S.D.	GROTON, S.D.	MILBANK, S.D.	ORTONVILLE,	STRANDBURG, S.D.	.....MINN.
CLARKSFIELD, MINN.	HURON, S.D.	MITCHELL, S.D.	.....MINN.	VOLIN, S.D.	YANKTON, S.D.

REISSUE, CHANGE IN SUPPLEMENT 33, EFFECTIVE MARCH 1, 1933, AMENDS PAGE 523 OF TARIFF

438A CANCELS 438 (D1078)

RATES NAMED HEREIN, WHICH ARE SUBJECT TO THIS ITEM, APPLY FROM PEORIA AND DECATUR, ILL., ON THROUGH CONSIGNMENTS OF GRAIN PRODUCTS AND GRAIN BY-PRODUCTS INCLUDING STARCH (ITEMS 20 TO 110 AND 120 TO 150 OF TARIFF OR AS AMENDED), ORIGINATING AT POINTS IN THE STATE OF ILLINOIS EXCEPT POINTS FROM WHICH THROUGH RATES ARE IN EFFECT AS NAMED IN THIS TARIFF AND WESTERN TRUNK LINE TARIFF 68-P, I.C.C. A-2545, ISSUED BY E.B.BOYD, AGENT, ALSO THE FOLLOWING POINTS IN IOWA:

BECKS, BELLEVIEW, BETTENDORF, BUFFALO, BULLARD, BURLINGTON, CAMANCHE, CLINTON, DAVENPORT, DUBUQUE, FT.MADISON, FREDONIA, GREEN ISLAND, KEOKUK, LATTY, LYONS, MEDIAPOLIS, MIDDLEROCK, MONTROSE, MORNING SUN, MUSCATINE, PATTERSON, PLEASANT CREEK, PRINCETON, SABULA, TILE WORKS, WEST BURLINGTON, WEST KEITHSBURG.

SUPPLEMENT 69
TO
P.S.C.-Pa. 328
W.Va. 44
M.P.U.C. 28
C.R.C. 49
CANCELS SUPPLEMENTS 60, 61, 63, 64, 65 and 68
SUPPLEMENTS 30, 57 AND 69 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

SUPPLEMENT 72
TO
OHIO 35
P.L.& W.R.R., OHIO 658
CANCELS SUPPLEMENTS 63, 64, 66, 67, 68 AND 71
SUPPLEMENTS 30, 60 AND 72 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

SUPPLEMENT 76
TO
I.C.C. 573
CANCELS SUPPLEMENTS 67, 68, 70, 71, 72 AND 75
SUPPLEMENTS 35, 64 AND 76 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

SUPPLEMENT 75
TO
Ill. C.C. 34
CANCELS SUPPLEMENTS 66, 67, 69, 70, 71 AND 74
SUPPLEMENTS 34, 63 AND 75 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

SUPPLEMENT 71
TO
I.R.C. 48
CANCELS SUPPLEMENTS 62, 63, 65, 66, 67 AND 70
SUPPLEMENTS 32, 59 AND 71 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF THAT ARE EFFECTIVE ON THE DATE HEREOF.

TARIFF 73-A

THE PENNSYLVANIA RAILROAD COMPANY

LOCAL, JOINT AND PROPORTIONAL FREIGHT TARIFF

- On -

GRAIN, GRAIN PRODUCTS AND GRAIN BY-PRODUCTS

- From Stations On -

PENNSYLVANIA RAILROAD

BOYNE CITY, GAYLORD AND ALPENA R.R.
MANISTEE & NORTHEASTERN R.R.
PITTSBURGH AND LAKE ERIE R.R.
PITTSBURGH, LISBON & WESTERN R.R.
YALE SHORT LINE R.R.

- To Stations In -

ILLINOIS,
INDIANA,
IOWA,
KENTUCKY,
MARYLAND,
MICHIGAN,
MINNESOTA,
MISSOURI,
NEW YORK,
OHIO,
PENNSYLVANIA,
WEST VIRGINIA,
WISCONSIN.

Governed, except as otherwise provided herein, by the Official Classification and by Exceptions to said classification. (See Item 265, Page 27 of tariff).

ISSUED JANUARY 15, 1935.

EFFECTIVE FEBRUARY 16, 1935.
Except as otherwise provided herein.
Items issued under Special Permission are published on pages 21, 42 and 43.

BY:
C. P. SHAW,
Chief of Tariff Bureau,
15 N. 32nd Street,
Philadelphia, Pa.

W. R. COI,
Freight Traffic Manager,
Chicago, Ill.

(G.O. 337)
AGENT'S INDEX 281
(Formerly Agent's Index 300)

(2600)

RECEIVED		
Month	Day	Year

(BOI 131)

H. C. OLIVER,
Freight Traffic Manager,
Pittsburgh, Pa.

(C-38)

ITEM	RULES GOVERNING APPLICATION OF PROPORTIONAL AND RESHIPPING RATES
REISSUE.	CHANGE. EFFECTIVE SEPTEMBER 15, 1934, IN SUPPLEMENT 66. AMENDS PAGE 520 OF TARIFF AND SUPPLEMENT 64. (D-2674)
	GRAIN, carloads, as described in Item 5 of tariff:
	Rates named herein which are subject to this item apply:
	On Grain, carloads, when originating in Trans-Mississippi River Territory, also on Grain, carloads, originating at points in Trans-Mississippi River Territory, as described in Territorial Directory 3-F, I.C.C. 2566, issued by B.T. Jones' Agent, handled under Rules Governing Transit Privileges, published in Tariffs lawfully on file with the Interstate Commerce Commission except as otherwise provided herein.
400B Cancels 400A	(74) On Grain originating in Trans-Mississippi River Territory which is handled through "Northwest Milling Points" as specified in Item 435 of tariff (Except on traffic given transit privilege at points named in Item 436 of tariff as amended) and accorded transit privileges at interior Milling or Malting points as specified in Item 430 of tariff under the Rules of the Western Carriers applicable thereat.
	(74) On Flour transited at "Northwest Milling Points" as specified in Item 435 of tariff (Except on traffic given transit privilege at points named in Item 436 of tariff as amended) under the Rules of Western Carriers applicable thereat, from Grain originating at points in Trans-Mississippi River Territory as described in Territorial Directory 3-F, I.C.C. 2566, issued by B. T. Jones', Agent.
REISSUE.	CHANGE. EFFECTIVE JANUARY 30, 1934, IN SUPPLEMENT 53. AMENDS PAGE 520 OF TARIFF AND SUPPLEMENT 35.
	Grain Products, Carloads, as described in Items 20 to 110 of tariff.
	Rates named herein which are subject to this ITEM apply:
	On Grain Products, carloads, when originating in Trans-Mississippi River Territory, as described in Territorial Directory 3-E, I.C.C. 2008, issued by B.T. Jones, Agent, subject to the rules and Charges governing Milling or Malting, Mixing or Reconsigning Privileges, as published in tariffs, lawfully on file with the Interstate Commerce Commission: also
403B Cancels 403A	On Grain Products milled or malted in transit at Chicago, Ill., or points named in Item 423 and 428 of tariff, from Grain originating in Trans-Mississippi River Territory, except as otherwise specifically provided herein; also
	On Grain Products transited at "Northwest Milling Points", as specified in Item 435 of Tariff (except on traffic given transit privilege at points named in Item 436 of tariff as amended) under the rules of the Western Carriers applicable thereat, from Grain or Grain Products originating in Trans-Mississippi River Territory.
REISSUE.	CHANGE. EFFECTIVE JANUARY 30, 1934, IN SUPPLEMENT 53. AMENDS PAGE 520 OF TARIFF AND SUPPLEMENT 35.
	Grain Products, Carloads, as described in Items 20 to 110 of tariff:
	Rates named herein which are subject to this ITEM apply:
	On Grain Products, carloads, when originating in Trans-Mississippi River Territory, as described in Territorial Directory 3-E, I.C.C. 2008, issued by B.T. Jones, Agent, subject to the rules and Charges governing Milling or Malting, Mixing or Reconsigning privileges, as published in tariffs, lawfully on file with the Interstate Commerce Commission; also
405B Cancels 405A	From Peoria, Ill., on Grain Products, Milled or Malted in transit at Peoria, Ill., from Grain originating in Trans-Mississippi River Territory, except otherwise specifically provided herein; also
	On Grain Products transited at "Northwest Milling Points" as specified in Item 435 of tariff (except on traffic given transit privilege at points named in Item 436 of tariff as amended) under the rules of the western carriers applicable thereat, from Grain or Grain Products originating in Trans-Mississippi River Territory, when destined to points north of the line of the Pennsylvania Railroad, Effner, Ind., through Denver and Churubusco, Ind. to Butler, Ind. thence on and north of the New York Central Railroad to Zeuseon, Ohio and the Wabash Railway, Zeuseon, Ohio to Toledo, Ohio.
(D2122)	
REISSUE.	CHANGE. EFFECTIVE JANUARY 30, 1934, IN SUPPLEMENT 53. AMENDS PAGE 520 OF TARIFF.
	Rates named herein which are subject to this ITEM apply from Peoria, Ill. and Decatur, Ill. on Grain By-Products, including Starch (Items 20 to 110 of Tariff) originating in Trans-Mississippi
407A Cancels 407 (D2122)	River Territory, or on Grain By-Products, including Starch manufactured at Decatur, Ill., Peoria, Ill. or "Northwest Milling Points" named in Item 435 of tariff under transit privileges of carriers applicable thereat, from Grain, Grain Products and/or Grain By-Products originating in Trans-Mississippi River Territory, as described in Territorial Directory 3-E, I.C.C. 2008, issued by B.T. Jones, Agent.
REISSUE. AND 53.	CHANGE. EFFECTIVE MAY 15, 1934, IN SUPPLEMENT 57. AMENDS PAGE 521 OF TARIFF AND SUPPLEMENTS 35
	Rates named herein which are subject to this ITEM apply:
	(a) On Grain Products (except Flour as described in Item 412 of tariff as amended) carloads, transited at "Northwest Milling Points" as named in Item 435 of tariff (except at points named in Item 436 of tariff as amended) under the rules of the western carriers applicable thereat, from Grain or Grain Products originating at points in Trans-Mississippi River Territory, as described in Territorial Directory 3-E, I.C.C. 2008, issued by B.T. Jones, Agent.
	(b) On Grain Products (except Flour as described in Item 412 of tariff as amended) carloads, when transited at "Interior Milling or Malting points", named in Item 430 of tariff under the rules of the western carriers applicable thereat, from Grain originating at points in Trans-Mississippi River Territory as described in Territorial Directory 3-E, I.C.C. 2008, issued by B.T. Jones, Agent, which has moved as grain through "Northwest Milling or Malting Points" named in Item 435 of tariff (except points named in Item 436 of tariff as amended):
	To points in Central Freight Association Territory east of the Illinois-Indiana State Line including Trunk Line arbitrary points as described in CFA Lines Tariff 130-U, I.C.C. 2506, issued by B.T. Jones, Agent, located on and south of the line of the Pennsylvania Railroad from Effner, Ind., to Butler, Ind., through Logansport, Ind., thence New York Central Railroad to Zeuseon, Ohio, thence to
411B Cancels 411B	Wabash Ry., to Toledo, Ohio, thence via the south shore of Lake Erie to and including the western termini of the Eastern Trunk Lines.
	(c) On Grain Products (except Flour, as described in Item 412 of tariff as amended):
	1--On shipments originating at points in Item 431 of tariff, as amended.
	2--On shipments transited at Interior Milling or Malting points named in Item 430 of tariff, under the rules of the western carriers, applicable thereat, from Grain originating at points shown in Item 431 of tariff, as amended.
	3--On shipments originating at points in Trans-Mississippi River Territory as described in Territorial Directory 3-E, I.C.C. 2008, issued by B.T. Jones, Agent, moving through Leeds or Sioux City, Iowa, transited thereat or at points west or north thereof and intermediate thereto, under the rules of the western carriers applicable thereat, and which are subject to combination of local and/or proportion rates to and from Leeds or Sioux City, Iowa: This basis not to apply on traffic moving under through one factor rates except as provided in Paragraph 2:
	To Points in Central Freight Association Territory east of the Illinois-Indiana State Line including Trunk Line arbitrary points as described in CFA Lines Tariff 130-U, I.C.C. 2506, located on and south of the line of the Pennsylvania Railroad from Effner, Ind., to Butler, Ind., through Logansport, Ind., thence New York Central Railroad to Zeuseon, Ohio, thence the Wabash Ry., to Toledo, Ohio,
(D2122) (D2323)	thence via the south shore of Lake Erie to and including the western Termini of the Eastern Trunk Lines.

For explanation of abbreviations, see pages 3 to 5 of tariff.

(74) Applicable only to rates from Chicago, Ill., and points named in Item 423 of tariff.

G R A I N

Supplement 45 to Pere Marquette Grain Tariff No. 5732-G, ICC 4704, Effective January 21, 1934 and remained in effect until cancelled by CFA Tariff No. 535, ICC No. 2790, effective June 28, 1935.

Application of Reshipping Rates
From
Chicago, Ill., to C.F.A.Territory

Apply Rates Under Column B

(Trans-Mississippi)

GRAINS, CARLOADS, as described in Group 1, page 5 of P.M. Tariff No. 5732-G, ICC No. 4704, as amended:

When originating at points in Trans-Mississippi River territory as defined in Agent B. T. Jones' Territorial Directory No. 3-F, I.C.C. No. 2566, C.R.C. No. 1282, as amended or reissued, handled under rules governing transit privileges, published in tariffs lawfully on file with the Interstate Commerce Commission, also on through consignments of Grains from Trans-Mississippi River territory, except as otherwise specifically provided herein.

FLOUR, CARLOADS, as described in Group 1, page 5 of P.M. Tariff No. 5732-G, I.C.C. No. 4704, as amended.

(1) When originating at points in Trans-Mississippi River territory, as defined in Agent B. T. Jones' Territorial Directory No. 3-F, I.C.C. No. 2566, C.R.C. No. 1282, as amended or reissued, subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission.

(2) When milled thereat from Grain originating in Trans-Mississippi River territory, as described above, also on through consignments of Flour from Trans-Mississippi River territory, except as otherwise specifically provided herein.

(3) When transited at Northwest milling or malting points named in Note 1, page 10 of tariff, under the rules of the Western Carriers, applicable thereat, from Grain originating at points in Trans-Mississippi River territory, as defined in Agent B. T. Jones' Territorial Directory No. 3-F, I.C.C. No. 2566, C.R.C. No. 1282, as amended or reissued.

(Information Circular 16279)

Effective January 25, 1932 and cancelled by CFA Tariff 535 effective June 28, 1935.

Apply rates under Column C

(Northwest)

GRAINS, CARLOADS, as described in Group 1, page 5 of P.M. Tariff No. 5732-G, I.C.C. No. 4704, as amended.

When originating in the following described territory:

(1) Points in Wisconsin.

(2) Points in the Upper Peninsula of Michigan

(3) Points west of the Minnesota-Wisconsin State Line, except Trans-Mississippi River territory as described in Agent B. T. Jones' Territorial Directory No. 3-F, I.C.C. No. 2566, C.R.C. No. 1282, as amended or reissued.

(4) Points in the Dominion of Canada, viz.: all points in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

(5) On shipments which arrive by boat-lines at Chicago, Ill., Kewaunee, Milwaukee or Manitowoc, Wis.

Apply rates under Column C

(Northwest) - Continued

FLOUR, CARLOADS, as described in Group 1, page 5 of P.M. Tariff No. 5732-G, I.C.C. No. 4704, as amended.

(1) Except as otherwise provided for herein under Column B, (Trans-Mississippi River) page 8 of tariff, as amended, when milled or malted in transit at Northwest milling or malting points named in Note 1, page 10 of tariff, from Grains originating at points beyond.

(2) When milled or malted in transit at interior milling or malting points named in Note 2, page 10 of tariff, from Grains which originate at points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan; in Wisconsin; the Upper Peninsula of Michigan; and at points west of the Minnesota-Wisconsin State Line and north of Trans-Mississippi River Territory, as defined in Agent B. T. Jones' Territorial Directory No. 3-F, I.C.C. No. 2566, C.R.C. No. 1282, as amended or reissued.

(3) When the flour originates at points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan; in the Upper Peninsula of Michigan; in Wisconsin, and at points west of the Minnesota-Wisconsin State Line, which are not included in Trans-Mississippi River Territory, as defined in Agent B. T. Jones' Territorial Directory No. 3-F, I.C.C. No. 2566, C.R.C. No. 1282 as amended or reissued.

(4) Also when milled, malted, mixed or reconsigned in transit at Chicago, Ill., Kewaunee, Milwaukee or Manitowoc, Wis., enroute to final destination in accordance with and subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission, provided the Grains so milled, malted, mixed or reconsigned originated at points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan; in Wisconsin; the Upper Peninsula of Michigan, and points west of the Minnesota-Wisconsin State Line and north of Trans-Mississippi River Territory, as defined in Agent B. T. Jones' Territorial Directory No. 3-F, I.C.C. No. 2566, C.R.C. No. 1282, as amended or reissued.

Apply rates under Column D

(Except Trans-Mississippi and Northwest)

GRAINS, CARLOADS (as described in Group 1, page 5):

When originating at points from which no joint through rates are in effect, except as provided for under Column B and C; will also apply on Grains originating in same territory, handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission.

Rates named from Chicago, Ill., will also apply from La Crosse and Wellsboro, Ind.

Application of shipping rates account Erie R.R. and C.&.E. R.R., existing prior to effective date of Jones' Tariff 535

(Excerpt from Erie Tariff 182-G, I.C.C. A-6558, Supplement No. 99)

Column B	Grain, as described with minimum Weights in Note 1.	When originating at points in Trans-Mississippi River territory, as described in Territorial Directory No. 3-F, I.C.C. No. 2566, Erie No. 308-D, issued by B.T.Jones, Agent, supplements thereto or successive issues thereof, handled under rules governing transit privileges published in tariffs lawfully on file with the Interstate Commerce Commission, also on through consignments of Grain from Trans-Mississippi River territory, except as otherwise specifically provided herein. Will also apply on #Compound Flour(Self-Rising Flour)and #Flour, made from Grain and/or malt only, when milled or malted at Northwest milling points shown in Note 10, from Wheat originating in Trans-Mississippi River territory. Will also apply on Compound Flour(Self-Rising Flour)and Flour, made from Grain and/or malt only, originating at points in Trans-Mississippi River territory and transited at North-west milling or malting points shown in Note 10. (Inf. 15904, 16536) Will also apply on Compound Flour(Self-Rising Flour)and Flour made from Grain and/or malt only, transited at interior milling or malting points shown in Note 11 from Grain originating in Trans-Mississippi River territory and handled through North-west milling or malting points shown in Note 10. (Inf. 16536) Will also apply on Compound Flour(Self Rising Flour)and Flour made from Grain and/or malt only transited at North-west milling points shown in Note 10, from Grain originating in Trans-Mississippi River territory.
Column C	Grain, as described with minimum Weights in Note 1.	When originating at points in the following described territory: (a) Points in Wisconsin (b) Points in the Upper Peninsula of Michigan. (c) Points west of the Minnesota-Wisconsin State Line not provided for under Column B. (d) Points in the Dominion of Canada, viz: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan. (e) On shipments which arrive by boat lines at Chicago, Ill.(Inf. 13438)

(Excerpt from Erie Tariff 182-G, I.C.C. A-6558, Supplement No. 56)

Column D	Grain, as described with minimum weights in Note 1.	When originating at points from beyond, except as provided in Columns "B" and "C". Will also apply on Grain originating in same territory, handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission, or with the Public Service Commission of Indiana.

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M.C. R.R. Tariff G.F.D. 9297 I. C.C. No. 5882

Effective 6-15-1931

APPLICATION OF PROPORTIONAL OR RESHIPPING RATES FROM CHICAGO, ILL., AND POINTS TAKING SAME RATES AS SHOWN IN RULE No. 9, PAGE 21 (See Note 15, Page 31)

COMMODITY	Minimum Weight	Group	Pages
TRANS-MISSISSIPPI GRAIN **Grain, Carloads**—(as described in Group **A**): When originating at points in Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-E, I. C. C. No. 2008, M. C. R. R. G. F. D. No. 9092-E, supplements thereto or successive issues thereof handled under rules governing transit privileges, published in tariffs lawfully on file with the Interstate Commerce Commission, also on through consignments of grain, from Trans-Mississippi River territory, except as otherwise specifically provided herein.	Per Group A	**D**	32 to 53
NORTH-WEST GRAIN **Grain, Carloads**—(as described in Group **A**): When originating in the following described territory: (1) Points in Wisconsin. (2) Points in the Upper Peninsula of Michigan. (3) Points west of the Minnesota-Wisconsin State Line, except Trans-Mississippi River territory as described in Agent B. T. Jones' Territorial Directory No. 3-E, I. C. C. No. 2008, M. C. R. R. G. F. D. No. 9092-E, supplements thereto or successive issues thereof. (4) Points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan. (5) On shipments which arrive by Boat Lines at Chicago, Ill., originating at any of the points in the above described territory.	Per Group A	**E**	32 to 53
RESHIPPING GRAIN **Grain, Carloads**—(as described in Group **A**): When originating at points from beyond, except as provided for under Groups **D** and **E**, and will also apply on Grain originating in same territory, handled under rules governing transit privileges as published in tariffs lawfully on file with the Interstate Commerce Commission.	Per Group A	**F**	32 to 53
NORTH-WEST GRAIN PRODUCTS **Grain Products, Carloads**—(as described in Group **B**): (1) *Except as otherwise provided for herein under Group H*, when milled or malted in transit at Northwest milling or malting points named in Note 14, page 31, from Grain originating at points beyond (Inf. 11363) (2 [28]) When milled or malted in transit at Interior milling or malting points named in Note 13, Page 30, from grain which originates in Wisconsin, the Upper Peninsula of Michigan and at points west of the Minnesota-Wisconsin State Line and north of Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-E, I. C. C. No. 2008, M. C. R. R. G. F. D. No. 9092-E, supplements thereto or successive issues thereof. (3 [28]) When the Grain Products originate at points in the Upper Peninsula of Michigan, in Wisconsin and at points west of the Minnesota-Wisconsin State Line, which are not included in Trans-Mississippi River territory, as described in Agent B. T. Jones' Territorial Directory No. 3-E, I. C. C. No. 2008, M. C. R. R. G. F. D. No. 9092-E, supplements thereto or successive issues thereof. (4 [28]) Also when milled, malted, mixed or reconsigned in transit at Chicago, Ill., and points taking same rates as shown in Rule No. 9, page 21, or to be milled, malted, mixed or reconsigned at points east thereof on The Michigan Central R. R., enroute to final destination in accordance with and subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission, provided the grain so milled, malted, mixed or reconsigned originated in Wisconsin, the Upper Peninsula of Michigan, and points west of the Minnesota-Wisconsin State Line and North of Trans-Mississippi River territory, as described in Agent B. T. Jones' territorial Directory No. 3-E, I. C. C. No. 2008, M. C. R. R.-G. F. D. No. 9092-E, supplements thereto or successive issues thereof.	Per Group B	**G**	32 to 53

[28] Will also apply when the Grain originates at points in the Dominion of Canada, viz.: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

APPLICATION OF PROPORTIONAL OR RESHIPPING RATES FROM CHICAGO, ILL. AND POINTS TAKING SAME RATES AS SHOWN IN RULE No. 9, PAGE 21—Concluded. (See Note 15, Page 31).

COMMODITY	Minimum Weight	Group	Pages
TRANS-MISSISSIPPI GRAIN PRODUCTS **Grain Products, Carloads** (as described in Group "**B**"): Grain Products milled or malted at Chicago, Ill., and points taking Chicago, Ill. rates as shown in Rule No. 9, page 21, or to be milled or malted in transit at stations east thereof on The Michigan Central R. R. from grain originating in Trans-Mississippi River territory (see Note 1 below); also on through consignments of Grain Products from Trans-Mississippi River territory (see Note 1 below) except as otherwise specifically provided herein. Will also apply on Grain Products milled or malted in transit at Northwest milling or malting points named in Note 14, page 31, from Grain originating at points in Trans-Mississippi River territory (see Note 1 below) (Inf 10677) **Note 1.**—Trans-Mississippi River territory as described in Agent B T Jones' Territorial Directory No 3-E, I C C No 208, M C R R G F D No 9092-E, supplements thereto or successive issues thereof.	Per Group B	**H**	32 to 53
RESHIPPING GRAIN PRODUCTS **Grain Products, Carloads** (as described in Group "**B**"): (1) When consigned or billed through from points from beyond, except traffic subject to rates under group "**G**" (northwest), and traffic subject to Trans-Mississippi River rates under Group "**H**." (2) When originating at points from beyond, except on traffic originating in Trans-Mississippi River Territory (See Group "**H**") or Northwest (See Group "**G**") and the traffic is handled under the rules governing milling, malting, mixing, or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission. (3) On Grain Products (as described in Group "**B**"), milled, malted, mixed or reconsigned in transit at Chicago, Ill., and points taking Chicago, Ill. rates as shown in Rule No. 9, page 21, or to be milled, malted, mixed or reconsigned at stations east thereof on The Michigan Central R. R., subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission, provided the Grains originated in the above described territory and except from points from beyond.	Per Group B	**I**	32 to 53

INTERIOR MILLING AND MALTING POINTS REFERRED TO IN PARAGRAPH (2), GROUP G, PAGE 27

Akron	Ia.	Denison	Ia.	Lomira	Wis.	Ripon	Wis.
Algona	Ia.	De Pere	Wis.	Loyal	Wis.	River Falls	Wis.
Alma	Wis.	Des Moines	Ia.	Luxemburg	Wis.	Rochelle	Ill.
Alton	Ia.	Dixon	Ill.	Manawa	Wis.	Rockdale	Ia.
Ames	Ia.	Dubuque	Ia.	Manchester	Ia.	Rockford	Ill.
Amherst	Wis.	Eagle	Wis.	Manitowoc	Wis.	Rock Valley	Ia.
Amherst Jct	Wis.	Eau Claire	Wis.	Manning	Ia.	Rubicon	Wis.
Appleton	Wis.	Elgin	Ill.	Marinette	Wis.	St. Charles	Ill.
Arcadia	Wis.	Fond du Lac	Wis.	Marshfield	Wis.	Savanna	Ill.
Aurora	Ill.	Fort Dodge	Ia.	Masco	Wis.	Seymour	Wis.
Baraboo	Wis.	Fountain City	Wis.	Mauston	Wis.	Sheboygan	Wis.
Barton	Wis.	Fox Lake	Wis.	Mayville	Wis.	Sheldon	Ia.
Belmond	Ia.	Freeport	Ill.	Menomonie	Wis.	Sioux City	Ia.
Beloit	Wis.	Fulton	Ill.	Merrill	Wis.	Sioux Falls	S. D.
Berlin	Wis.	Galesville	Wis.	Milwaukee	Wis.	Sparta	Wis.
Black River Falls	Wis.	Garber	Ia.	Missouri Valley	Ia.	Spencer	Ia.
Blair	Wis.	Grafton	Wis.	Neenah	Wis.	Spencer	Wis.
Burkhardt	Wis.	Green Bay	Wis.	Neillsville	Wis.	Stevens Point	Wis.
Burlington	Wis.	Greenleaf	Wis.	Neola	Ia.	Stoughton	Wis.
Cadott	Wis.	Harlan	Ia.	New Richmond	Wis.	Thiensville	Wis.
Cedarburg	Wis.	Hartford	Wis.	N. Wisconsin Jct	Wis.	Tomah	Wis.
Cedar Falls	Ia.	Hudson	Wis.	Oconomowoc	Wis.	Union Center	Wis.
Cedar Rapids	Ia.	Humboldt	Ia.	Oconto	Wis.	Valley Jct	Wis.
Charter Oak	Ia.	Independence	Ia.	Oostburg	Wis.	Valley Springs	S. D.
Cherokee	Ia.	Iola	Wis.	Oshkosh	Wis.	Waterloo	Ia.
Chilton	Wis.	Iron Ridge	Wis.	Ossian	Ia.	Waterloo	Wis.
Chippewa Falls	Wis.	Janesville	Wis.	Peoria	Ill.	Watertown	Wis.
Cleveland	Wis.	Jefferson	Wis.	Pepin	Wis.	Waukesha	Wis.
Clinton	Ia.	Jefferson Jct	Wis.	Peterson	Ia.	Waupaca	Wis.
Columbus	Wis.	Kenosha	Wis.	Portage	Wis.	Wausau	Wis.
Danbury	Ia.	Kewaskum	Wis.	Port Washington	Wis.	West Bend	Wis.
Darien	Wis.	Kewaunee	Wis.	Prairie du Chien	Wis.	Westfield	Wis.
Davenport	Ia.	Lake Mills	Wis.	Princeton	Wis.	Weyauwega	Wis.
Decorah	Ia.	Leeds	Ia.	Reedsburg	Wis.	Wisconsin Rapids	Wis.
Delavan	Wis.	Le Mars	Ia.	Richland Center	Wis.	Wonewoc	Wis.

(Inf. 720, 935)

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Note	EXPLANATION OF NOTES—Concluded

NORTHWEST MILLING AND MALTING POINTS REFERRED TO IN PARAGRAPH (1), GROUP G, PAGE 27

Aberdeen S. D.	Faribault Minn.	Madison S. D.	St. Peter Minn.
Albert Lea Minn.	Faulkton S. D.	Madison Lake Minn.	Sauk Center Minn.
Alden Minn.	Foley Minn.	Maitland Minn.	Selby S. D.
Anoka Minn.	Frankfort S. D.	Manchester Minn.	Shakopee Minn.
Appleton Minn.	Franklin Minn.	Mankato Minn.	Sheffield Mill Minn.
Arlington Minn.	Frederick S. D.	Marietta Minn.	Short Line Park Minn.
Arlington S. D.	Gaylord Minn.	Marshall Minn.	Sisseton S. D.
Ashton S. D.	Gettysburg S. D.	Melrose Minn.	Sleepy Eye Minn.
Austin Minn.	Gibbon Minn.	Merriam Jct Minn.	Smithville S. D.
Baltic S. D.	Glencoe Minn.	Milbank S. D.	South Stillwater Minn.
Belle Plaine Minn.	Goodhue Minn.	Minneapolis Minn.	Spirit Lake Minn.
Belview Minn.	Graceville Minn.	Minnesota Transfer Minn.	Springfield Minn.
Benson Minn.	Granite Falls Minn.	Mitchell S. D.	Stewart Minn.
Bird Island Minn.	Green Isle Minn.	Montevideo Minn.	Stillwater Minn.
Blooming Prairie Minn.	Greenland Minn.	Montgomery Minn.	Strandsburg S. D.
Blue Earth Minn.	Groton S. D.	Morgan Minn.	Superior Wis.
Bowdle S. D.	Hamburg Minn.	Morris Minn.	Toronto S. D.
Boyd Minn.	Hanley Falls Minn.	Morristown Minn.	Thompson Minn.
Bristol S. D.	Hanska Minn.	Morton Minn.	Vienna S. D.
Britton S. D.	Hartland Minn.	Mt. Vernon S. D.	Volin S. D.
Brookings S. D.	Hastings Minn.	Newark S. D.	Wabasha Minn.
Butterfield Minn.	Hazel Run Minn.	New London Minn.	Waconia Minn.
Canby Minn.	Hector Minn.	New Prague Minn.	Walnut Grove Minn.
Cannon Falls Minn.	Henderson Minn.	New Richland Minn.	Warner S. D.
14 Canton Minn.	Hixon Minn.	New Ulm Minn.	Warsaw Minn.
Carver Minn.	Hosmer S. D.	Northfield Minn.	Waseca Minn.
Cascade Minn.	Howard S. D.	Norwood Minn.	Waterford Minn.
Centerville S. D.	Huron S. D.	Odessa Minn.	Watertown S. D.
Chaska Minn.	Ipswich S. D.	Olivia Minn.	Waterville Minn.
Clarkfield Minn.	Jackson Minn.	Oneota Minn.	Watiera Minn.
Clayton Minn.	Janesville Minn.	Ortonville Minn.	Waverly S. D.
Cologne Minn.	Jefferson S. D.	Osakis Minn.	Weaver Minn.
	Jordan Minn.	Otisco Minn.	Webster S. D.
Dawson Minn.	Kasson Minn.	Owatonna Minn.	Wells Minn.
Delhi Minn.	Kenyon Minn.	Parker S. D.	Welsh Minn.
Dell Rapids S. D.	Kilkenny Minn.	Pipestone Minn.	Westbrook Minn.
Dodge Center Minn.	Klossner Minn.	Plainview Minn.	West Concord Minn.
Duluth Minn.	La Crosse Wis.	Plato Minn.	Wheaton Minn.
Dundas Minn.	La Fayette Minn.		White Rock S. D.
	Lake Benton Minn.	Redfield S. D.	Willmar Minn.
Echo Minn.	Lake City Minn.	Red Wing Minn.	Wilson S. D.
Edgeley N. D.	Lake Crystal Minn.	Redwood Minn.	Windom Minn.
Eldridge Jct Minn.	Lakefield Minn.	Redwood Falls Minn.	Winnebago Minn.
Ellendale N. D.	Lakeville Minn.	Revillo S. D.	Winona Minn.
Elmore Minn.	Lanesboro Minn.	Rochester Minn.	Winthrop Minn.
Elysian Minn.	Langford S. D.	Rushford Minn.	Wood Lake Minn.
Eureka S. D.	Le Roy Minn.	St. Cloud Minn.	Woonsocket S. D.
Eyota Minn.	Le Sueur Minn.	St. James Minn.	Worthington Minn.
Fairfax Minn.	Madelia Minn.	St. Louis Park Minn.	Yankton S. D.
Fairmont Minn.	Madison Minn.	St. Paul Minn.	Young America Minn.

(Inf. 720, 935, 6437)

15 Reshipping or proportional rates are applicable on traffic reaching the reshipping point via a rail or water transportation line that can furnish to the outbound carrier freight bill or like documentary evidence as to the origin of traffic and rate paid to the reshipping point, and will only apply on such traffic when originating at points from beyond in connection with the inbound carrier via the reshipping point from original shipping point to final destination; provided that in no case shall the combination through rate to and from the reshipping point be less than the local rate from the reshipping point to destination, the difference necessary to protect the local rates from the reshipping point to be added to the reshipping or proportional rate therefrom. These rates are subject to transit rules and regulations published in tariffs on file with the Interstate Commerce Commission.

Supp 53 Effective 5-10-1935

APPLICATION OF PROPORTIONAL OR RESHIPPING RATES FROM CHICAGO, ILL., AND POINTS TAKING SAME RATES AS SHOWN IN RULE NO. 9, PAGE 21 OF TARIFF
(See Note 15, page 31 of tariff)

COMMODITY	Minimum Weight	Group	Pages of Tariff, as amended
Page 27 of tariff, as amended by page 3 of I. C. C. Supp. No. 45. Make the following Change: **(58)TRANS-MISSISSIPPI GRAIN AND FLOUR** **Grain, Carloads**—(as described in Group **A**): When originating at points in Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof, handled under rules governing transit privileges, published in tariffs lawfully on file with the Interstate Commerce Commission, also on through consignments of grain, for Trans-Mississippi River Territory, except as otherwise specifically provided herein.	Per Group **A**	**D**	
Also Flour Compound (Self-rising Flour) and Flour, made from grain and/or malt only: (1) When originating at points in Trans-Mississippi River Territory, as described above, subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission. (2) When milled or malted at Chicago, Ill., and points taking Chicago, Ill., rates as shown in Rule No. 9, page 21 of tariff, or to be milled or malted in transit at stations east thereof on The Michigan Central R. R. from Grain originating in Trans-Mississippi River Territory, as described above, also on through consignments of Flour from Trans-Mississippi River Territory, as described above, except as otherwise specifically provided herein. (3) When milled or malted in transit at Northwest Milling or Malting points named in Note 14, page 31 of tariff, from Grain originating at points in Trans-Mississippi River Territory, as described above. (4) When originating at points in Trans-Mississippi River Territory, as described above and transited at Northwest milling or malting points named in Note 14, page 31 of tariff.	(57)	**D**	32 to 53
Page 27 of tariff. Change: **(58)NORTHWEST GRAIN AND FLOUR** **Grain, Carloads**—(as described in Group **A**): When originating in the following described territory: (1) Points in Wisconsin, (2) Points in the Upper Peninsula of Michigan, (3) Points west of the Minnesota-Wisconsin State Line, except Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566, (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof, (4) Points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan, (5) On shipments which arrive by Boat Lines at Chicago, Ill.	Per Group **A**	**E**	
Also **Flour,** compound (self-rising flour) and **Flour,** made from grain and/or malt only: (1) Except as otherwise provided for herein under Group D, when milled or malted in transit at Northwest milling or malting points named in Note 14, page 31 of tariff, from Grain originating at points beyond. (2) When milled or malted in transit at interior milling or malting points named in Note 13, page 30 of tariff, from grain which originates at points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan; in Wisconsin; the Upper Peninsula of Michigan and at points west of the Minnesota-Wisconsin State Line and north of Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F) supplements thereto or successive issues thereof. (3) When the Flour originates at points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan; in the Upper Peninsula of Michigan; in Wisconsin and at points west of the Minnesota-Wisconsin State Line, which are not included in Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof. (4) Also when milled, malted, mixed or reconsigned in transit at Chicago, Ill., and points taking same rates as shown in Rule No. 9, page 21 of tariff, or to be milled, malted, mixed or reconsigned at points east thereof on The Michigan Central R. R., enroute to final destination in accordance with and subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission, provided the grain so milled, malted, mixed or reconsigned originated at points in the Dominion of Canada, viz.: all points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan; in Wisconsin; the Upper Peninsula of Michigan, and points west of the Minnesota-Wisconsin State Line and North of Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof.	(57)	**E**	32 to 53

For explanation of reference marks, see pages 9, 10 and 11 hereof.

APPLICATION OF PROPORTIONAL OR RESHIPPING RATES FROM CHICAGO, ILL., AND POINTS TAKING SAME RATES AS SHOWN IN RULE No. 9, PAGE 21 OF TARIFF

(See Note 15, page 31 of tariff)

COMMODITY	Minimum Weight	Group	Pages of Tariff, as amended
Page 27 of tariff. Change: **(3) NORTHWEST GRAIN PRODUCTS** **Grain Products, Carloads**—(as described in Group **B**): also (2) **Feed, animal, poultry or pigeon**—(as described in Group **C**): (1) Except as otherwise provided for herein under Group H, when milled or malted in transit at Northwest milling or malting points named in Note 14, page 31 of tariff, from Grain originating at points beyond. (Inf. 11363) (2) (R) When milled or malted in transit at Interior milling or malting points named in Note 13, page 30 of tariff, from grain which originates in Wisconsin, the Upper Peninsula of Michigan and at points west of the Minnesota-Wisconsin State Line and north of Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof. (3) (R) When the Grain Products originate at points in the Upper Peninsula of Michigan, in Wisconsin and at points west of the Minnesota-Wisconsin State Line, which are not included in Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof. (4) (R) Also when milled, malted, mixed or reconsigned in transit at Chicago, Ill., and points taking same rates as shown in Rule No. 9, page 21 of tariff, or to be milled, malted, mixed or reconsigned at points east thereof on The Michigan Central R. R., enroute to final destination in accordance with and subject to the rules and charges governing milling, malting, mixing or reconsigning privileges as published in tariffs lawfully on file with the Interstate Commerce Commission, provided the grain so milled, malted, mixed or reconsigned originated in Wisconsin, the Upper Peninsula of Michigan, and points west of the Minnesota-Wisconsin State Line and North of Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof.	Per Group B (except as noted)	G	32 to 53
Page 28 of tariff. Make the following Change: **(3) TRANS-MISSISSIPPI GRAIN PRODUCTS** **Grain Products, Carloads**—(as described in Group **B**): Grain Products milled or malted at Chicago, Ill., and points taking Chicago, Ill., rates as shown in Rule No. 9, page 21 of tariff, or to be milled or malted in transit at stations east thereof on The Michigan Central R. R. from grain originating in Trans-Mississippi River Territory (see Note 1 below); also on through consignments of Grain Products from Trans-Mississippi River Territory (see Note 1 below), except as otherwise specifically provided herein. Will also apply on Grain Products milled or malted in transit at Northwest milling or malting points named in Note 14, page 31 of tariff from Grain originating at points in Trans-Mississippi River Territory (see Note 1 below). (Inf. 10677) Will also apply on Grain Products originating at points in Trans-Mississippi River Territory (see Note 1 below) and transited at Northwest milling or malting points named in Note 14, page 31 of tariff. **Note 1.**—Trans-Mississippi River Territory, as described in Agent B. T. Jones' Territorial Directory No. 3-F, I. C. C. No. 2566 (M. C. R. R., G. F. D. No. 9092-F), supplements thereto or successive issues thereof.	Per Group B	H	32 to 53

EXPLANATION OF NOTES

GT. Ry Tariff 324 J, ICC GTLW No A 2349
Effective Sept 15-1921

APPLICATION OF RATES—Continued.

Rates to Intermediate Points	Except as otherwise specifically provided herein, the rates to any point to which rates are not shown in this tariff, which point is directly between two points to which rates are published herein, will be the same as the rates named in this tariff to such two points, unless the rates to such two points are not the same, in which case the rate to the Intermediate Point will be that applicable to the point to which the higher rates are published herein. If the station is not located between two points to which rates are published herein from the origin station of the shipment, the rate will be the same as to the next named point beyond on the same line. This application will not apply to points on the Buffalo, Rochester and Pittsburgh R. R.
Mixed carloads of Grain, Grain Products and By-Products	Rates named herein under Columns "H" and "I" will also apply on carload quantities of a mixture of By-Products of Grain as described in List 3, page 5, with Grain and (or) Grain Products as described in Lists Nos. 1 and 2, pages 4 and 5, providing that fifty (50%) percent of such mixture consists of By-Products of Grain subject to minimum weight of 40,000 lbs.
Marked Capacity of Cars	For marked capacity of cars, see G. P. Conard's Equipment Register, I. C. C. No. 179, C. R. C. No. 179, or reissues thereof.

Note A.—Rates named under **Column A** will apply on shipments of **Grain and Grain Products,** carloads, as named in List Nos. 1 and 2, pages 4 and 5, originating locally at Chicago, Chicago Lawn, Elsdon, Hayford, Evergreen Park, Mt. Greenwood, Blue Island, Harvey and Thornton Jct., Ill.; also locally at Milwaukee, Wis.

Note B.—Rates named under **Column B** will apply on shipments of **Grain,** carloads, as named in List No. 1, page 4, originating at points in "Trans-Mississippi River" territory, as described in C. F. A. T. B. Territorial Directory No. 3-D, Agent B. T. Jones' I. C. C. No. 1151, C. R. C. No. 750, G. T. L. W. Tariff No. 666-D, supplements thereto or reissues thereof, handled under rules provided for in following tariffs, supplements thereto or reissues thereof:

Agent B. T. JONES'		G. T. L. W.
I. C. C. No.	C. R. C. No.	Tariff No.
1628	.....	683-C
1800	.....	544-D

Also on shipments consigned through to destinations named herein not handled under rules provided in above mentioned tariffs.

Note C.—Rates named under **Column C** will apply on **Grain Products,** carloads, as named in **List No. 2,** pages 4 and 5, originating at points in Trans-Mississippi River territory defined under Note B, and will also apply on **Grain Products,** carloads, milled or malted, in transit at Chicago, Chicago District stop-over points or Milwaukee, Wis., as provided in the following tariffs issued by Agent B. T. Jones, supplements thereto or reissues thereof:

I. C. C. No. 1812, G. T. L. W. Tariff No. 545-D.
I. C. C. No. 1792, G. T. L. W. Tariff No. 539-G.

from grain originating at points in Trans-Mississippi River territory defined under Note B.

Note D.—Rates named under **Column D** will apply on **Grain,** carloads, as named in **List No. 1,** page 4, originating at points in Wisconsin,
Upper Peninsula of Michigan,
Territory West of the Minnesota-Wisconsin State Line (except points in Trans-Mississippi River territory as defined under Note "B"), points in Dominion of Canada, viz.: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan from which no joint through rates are in effect.
Will also apply on shipments of **Grain,** carloads, as named in **List No. 1,** page 4, originating in the above named territories which arrives at Chicago or Milwaukee by boat.

On shipments accorded privileges as provided for in following tariffs, supplements thereto or reissues thereof:

Agent B. T. JONES'		G. T. L. W.	Agent B. T. JONES'		G. T. L. W.
I. C. C. No.	C. R. C. No.	Tariff No.	I. C. C. No.	C. R. C. No.	Tariff No.
1628	.....	683-C	1800	.....	544-E

evidence as to the origin of the **Grain** must be furnished by surrender of Western or Southern carriers' freight bills.

APPLICATION OF RATES—Concluded

Note E.—Rates named under **Column E** will apply on **Grain Products,** carloads, as named in **List No. 2,** pages 4 and 5, and on Feed, Animal, Poultry or Pigeon (prepared, not condimental or medicinal) when not less than 60% of the ingredients thereof consist of articles enumerated in list of articles taking Grain, Grain Products or By-Products of Grain Rates, as specified herein.

(a) When milled or malted in transit at points named in Group No. 3 on page 13, from grain originating in Wisconsin, the Upper Peninsula of Michigan and at points, West of the Minnesota-Wisconsin State Line and North of the Trans-Mississippi River territory as described in C. F. A. T. B. Territorial Directory No. 3-D, I. C. C. No. 1151, G. T. L. W. tariff No. 666-D, supplements thereto or reissues thereof, except when originating at points from which joint through rates are in effect; will also apply when the Grain Products originate at points in the Dominion of Canada, viz.: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan. (See Note 2, below).

(b) When milled or malted in transit at points named in Group No. 4 on page 13, from grain originating at points from which no joint through rates are in effect. (See Note 3, below).

(c) When milled, malted, mixed or reconsigned in transit at Chicago, Chicago District Stop-over points or Milwaukee, Wis., under the provisions of the following tariffs issued by Agent B. T. Jones, supplements thereto or reissues thereof:

I. C. C. No. 1812, G. T. L. W. Tariff No. 545-D.
I. C. C. No. 1790, G. T. L. W. Tariff No. 591-A.
I. C. C. No. 1792, G. T. L. W. Tariff No. 539-G.

from grain originating in Wisconsin, the Upper Peninsula of Michigan, west of the Minnesota-Wisconsin State Line and North of the Trans-Mississippi River Territory as described in C. F. A. T. B. Territorial Directory No. 3-D, I. C. C. 1151, G. T. L. W. Tariff No. 666-D, supplements thereto or reissues thereof, from which no joint through rates are in effect. Will also apply when the Grains originate at points in the Dominion of Canada, viz.: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

(d) When Grain products originate at points in Wisconsin, the Upper Peninsula of Michigan and points west of the Minnesota-Wisconsin State Line (from which no joint through rates are in effect), and which are not included in Trans-Mississippi River Territory as described in C. F. A. T. B. Territorial Directory No. 3-D, I. C. C. 1151, G. T. L. W. Tariff No. 666-D, supplements thereto or reissues thereof. Will also apply when the Grain Products originate at points in the Dominion of Canada, viz.: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

Note 2.—Transfer bills from western connections must show origin of grain and station at which milled or malted and bear notation "Milled in transit," or "Malted in transit" (as the case may be), and charges up to Chicago, Chicago Junctions or Milwaukee, must be prepaid or transfer bills must show "Free account transit." (See Note 4, below).

Note. 3.—Transfer bills from western connections must show station at which milled or malted and bear notation "milled or malted in transit," and charges up to Chicago, or Chicago Junctions or Milwaukee must be prepaid or transfer bills must show "Free account transit." (See Note 4, below).

Note 4.—If the provisions of Notes 2 and 3 are not complied with, the local rates as named herein will apply East of Chicago, Chicago Junctions or Milwaukee.

Note F.—Rates named under **Column F** will apply as reshipping or proportional rates on **Grain,** carloads, as named in **List No. 1,** page 4, originating at points from which no joint through rates are in effect, which are not provided for under Notes B and D.

Will also apply on **Grain,** carloads, as named in **List No. 1,** page 4, originating at points in the same territory handled under the provisions of track or transit grain rules provided for in the following tariffs, supplements thereto or reissues thereof:

Agent B. T. JONES'		G. T. L. W.	Agent B. T. JONES'		G. T. L. W.
I. C. C. No.	C. R. C. No.	Tariff No.	I. C. C. No.	C. R. C. No.	Tariff No.
1628	.....	683-C	1800	.....	544-E

Note G.—Rates named under **Column G** will apply as reshipping or proportional rates on **Grain Products,** carloads, as named in **List No. 2,** pages 4 and 5, originating at points from which no joint through rates are in effect, which are not provided for under Notes C and E.

Will also apply on **Grain Products,** carloads, as named in **List No. 2,** pages 4 and 5, milled, malted, mixed or reconsigned in transit at Chicago, Chicago District stop-over points or Milwaukee, Wis., under the provisions of the following tariffs issued by Agent B. T. Jones, supplements thereto or reissues thereof, from grain originating at points from which no joint through rates are in effect, which are not provided for under Notes C and E.

I. C. C. No. 1812, G. T. L. W. Tariff No. 545-D.
I. C. C. No. 1790, G. T. L. W. Tariff No. 591-A.
I. C. C. No. 1792, G. T. L. W. Tariff No. 539-G.

Will also apply on shipments of **Grain Products,** as named in **List No. 2,** pages 4 and 5, arriving at Chicago, Ill., or Milwaukee, Wis., by boat, originating at points from which no joint through rates are in effect, which are not provided for under Notes C and E.

Note H.—Rates named under **Column H** will apply on **By-Products of Grain,** carloads, named in **List No. 3,** page 5, originating locally at Blue Island, Chicago, Chicago Lawn, Elsdon, Evergreen Park, Hayford, Harvey, Thornton Junction, Ill., and Milwaukee, Wis. (See Exception).

Exception.—Will not apply on Feed, animal, poultry or pigeon, as described on page 5 of tariff, originating locally at Milwaukee, Wis., for rates, see Note I.

Note I.—Rates named under **Column I** will apply on **By-Products of Grain,** carloads, named in **List No. 3,** page 5, originating at points from which no joint through rates are in effect, also on shipments waybilled to Chicago or Milwaukee, free (or prepaid), account transit. Rates named under Column I will also apply on Feed, animal, poultry or pigeon, as described on page 5 of tariff, originating locally at Milwaukee, Wis.

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ASSISTANT GENERAL FREIGHT AGENT
F. L. SCHLOTTERER
ASSISTANT GENERAL FREIGHT AGENT
P. K. WALDEN
LIVE STOCK AGENT

& 98

March 13th, 1940
File F-I&S Dkt. 4718

Mr. Ulysses Butler, Chief Examiner
Interstate Commerce Commission
Washington, D.C.

Dear Sir:

Referring further to my letter of February 28th in regard to certain exhibits prepared in connection with I.& S. docket 4718.

My attention has now been called, by Mr. W. V. Wheat, Traffic Manager of the Peoria Board of Trade to an error made in connection with C.F.A. Information Circular 21911, dated April 13, 1937, which was the third page of the first exhibit referred to in my letter of February 28th. Following the words "or State Commissions" a quotation mark should be shown the same as in connection with Information Circulars 14287 and 14388.

My third exhibit consisted of 20 pages. My attention has now been called by Mr. Belnap, protestants' attorney, to Page 12 of the exhibit applicable in connection with the Erie RR., under Column "C" we did not show an effective date. In connection with this part of the exhibit Column "C" should be shown as becoming effective September 1st, 1932 in Supplement 67 to Erie RR. tariff 182-G, ICC A-6558.

On Page 19 of the exhibit showing excerpts from Grand Trunk Ry. tariff 324-J, ICC A-2349, my attention has also been directed to an omission from Note D as shown on the bottom of the page in connection with that portion reading as follows:

"Will also apply on shipments of grain, carloads, as named in List No. 1, page 4, originating in the above named territories which arrives at Chicago or Milwaukee by boat."

Effective October 3, 1932 in Supplement 37 to the above Grand Trunk Ry. tariff, this portion of Note D was changed to read as follows:

"Will also apply on shipments of Grain, carloads, as named in List No. 1, page 4 of tariff, as amended, which arrive by boat-lines at Chicago, Ill., or Milwaukee, Wis."

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Mr. Ulysses Butler:--

In addition to the above, Mr. Bolnap also requested at the hearing that we show similar information for account of the New York, Chicago & St. Louis RR. and the Wabash Ry., however, we informed Mr. Bolnap on March 1st, with a copy to you, that we did not have the tariffs of those roads in our file. We have since secured copies of the N.K.P. and Wabash tariffs, and we attach Exhibit "A" which shows the information for account of the N.K.P., and Exhibit "B" which shows the information for account of the Wabash, similar to that shown for the other roads in the 20 page exhibit which accompanied our letter of February 28th.

While we appreciate that this information is furnished after the date set by you for the furnishing of the information, Mr. Bolnap is now agreeable that it be incorporated into the record and that this letter be assigned an exhibit number. If that is satisfactory to your Honorable Commission, will you please arrange to give this letter an Exhibit Number and notify all parties of record to whom copies are being sent? Three additional copies are also enclosed for your file.

Yours very truly,

Assistant General Freight Agent

CC-Mr.F.H.Cole, Jr.,Commerce Attorney,1315 Union Central Bldg.,Cincinnati,O.
Mr.Geo.Dyche, Atty.,Pennsylvania RR.,Union Station,Chicago,Ill.
Mr.Leo P.Day, Commerce Counsel,N.Y.C. RR.,Chicago,Ill.
Mr.Nuel D.Bolnap,2106 Field Bldg.,Chicago,Ill.
Mr.John S.Burchmore, 2106 Field Bldg.,Chicago,Ill.
Mr.Robt. N. Burchmore, 2106 Field Bldg., Chicago,Ill.
Mr.David F.Root, c/o Co-Operative Allied Grain Corp.,Morris, Ill.
Mr.C.E.Childe, 924 W.O.W. Bldg., Omaha, Neb.
Mr.G.W.Baxter, 608 So.Dearborn St., Chicago,Ill
Mr.W.G.Oliphant, 2106 Field Bldg., Chicago, Ill.
Mr.Nuel D. Bolnap, 2106 Field Bldg., Chicago, Ill.
Mr.Chas. S.Macaulay, 1534 N. Dearborn, Chicago, Ill.
Mr.A.B.Enoch, LaSalle Street Station, Chicago, Ill.
Mr. Fred C. Furry, 135 E. 11th Pl., Chicago, Ill.
Mr.J.E.Flansburg, Gen. Com. Agt., 400 W. Madison St., Chicago, Ill.
Mr.R.M.Hogberg, 80 E. Jackson Blvd., Chicago, Ill.
Mr.Henry Christianson, 547 W. Jackson Blvd., Chicago, Ill.
Mr. W. H. Blair, c/o Toledo, Peoria & Western RR., Peoria, Ill.
Mr. F. W. Maronn, Commerce Asst., CMStP&P RR., 765 Union Sta., Chicago, Ill.
Mr. Bernard L. Glover, 411 Fairfax Bldg., 101 W. 11th St., Kansas City, Mo.
Mr. J. S. Brown, 671 Board of Trade, Chicago, Ill.
Mr. S. H. Benson, 671 Board of Trade, Chicago, Ill.

Mr. Ulysses Butler:--

cc-Mr.Freeman Bradford, 623 Board of Trade Bldg., Indianapolis, Ind.
Mr.Arthur L. Schier, 250 Park Ave., New York City.
Mr. W.V.Theat, c/o Peoria Board of Trade, Peoria, Ill.
Mr.Wm.T.McArthur, 1212 Board of Trade Bldg., Kansas City, Mo.
Mr. Edwin T. Breen, First Asst. Atty. General of Illinois, Springfield, Ill.
Mr.Ben Schwartz, Asst.Atty.Gen., on behalf of John E. Cassidy, Attorney General of State of Illinois, Springfield, Ill.
Mr.E.B.Smith, Room 1900, 208 So.LaSalle St., Chicago, Ill.
Mr.Y.H.Sparrow, Room 1900, 208 So. LaSalle St., Chicago, Ill.
Mr.C.L.Bruno, c/o Spencer Kellogg & Sons, Inc., Decatur, Ill.
Mr.Geo. R. Watson, 600 Roanoke Bldg., Minneapolis, Minn.
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Mr.J.J.Schimmel, 332 So. LaSalle St., Chicago, Ill.
Mr.L. .Cole, 1463 Railway Exchange Bldg., St.Louis, Mo.
Mr.W.R.McDonald, 160 No. LaSalle St., Chicago, Ill.
Mr.Charles D. Miller, 135 So. LaSalle St., Chicago, Ill.
Halsey McGovern & Willis Crane, c/o U.S.Department of Agriculture, Washington, D.C.

Exhibit No. [illegible]
I&S Docket No. 4719

EXHIBIT "A"

New York, Chicago and St. Louis RR. Co. Tariff GFD No. 15-B, I.C.C. No. 8390, effective March 24, 1932, Page 51:

GRAIN (NORTHWEST)

Note 14 - Rates subject to this note will apply on Grain, Carloads (See Note 1)as follows:

1. Chicago, Ill., rates will apply from Burnham, Ill., Chicago, Ill., Hammond, Ind., Hessville, Ind., Osborn, Ind., Solvay, Ill. and Stony Island, Ill., on traffic originating in the following described territory:

(a) Points in Wisconsin.

(b) Points in the Upper Peninsula of Michigan.

(c) Points west of the Minnesota-Wisconsin State Line, except points in Trans-Mississippi River Territory as described in Note 10.

(d) Points in the Dominion of Canada, viz: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

(e) On shipments which arrive by Boat Lines at Chicago, Ill., originating at any of the points in the above defined territory.

GRAIN PRODUCTS (NORTHWEST) FROM CHICAGO, Ill.

Note 15 - Rates from Chicago, Ill., subject to this note, will apply from Burnham, Ill., Chicago, Ill., Hammond, Ind., Hessville, Ind., Osborn, Ind., Solvay, Ill. and Stony Island, Ill., on Grain Products, Carloads (see Note 2), also Feed, Animal, Poultry or Pigeon as described in Note 3, Carloads:

(a) When milled or malted in transit at Northwest Milling or Malting Points named in Note 17, from Grains (see Note 1), originating at points beyond, except as otherwise provided for under Note 40.

(b) When milled or malted in transit at Interior Milling or Malting Points named in Note 18, from Grains (see Note 1), which originate in Wisconsin, the Upper Peninsula of Michigan, at points west of the Minnesota-Wisconsin State Line (except points in Trans-Mississippi River Territory as described in Note 10), also at points in the Dominion of Canada, viz: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan, except when originating at points beyond.

(c) When the Grain Products originate at points in the Upper Peninsula of Michigan, in Wisconsin, at points west of the Minnesota-Wisconsin State Line (except points in Trans-Mississippi River territory as described in Note 10), also at points in the Dominion of Canada, viz: All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan, except when originating at points beyond.

(d) Also when milled, malted, mixed or reconsigned in transit at Burnham, Ill., Chicago, Ill., Hammond, Ind., Hessville, Ind., Osborn, Ind., Solvay, Ill. and Stony Island, Ill., enroute to final destination in accordance with and subject to the rules and charges governing milling, malting, mixing or reconsigning privileges, as published in tariffs lawfully on file with the Interstate Commerce Commission, provided the Grains so milled, malted, mixed or reconsigned, originated in Wisconsin, the Upper Peninsula of Michigan, at points West of the Minnesota-Wisconsin State Line (except points in Trans-Mississippi River Territory as described in Note 10), also at points in the Dominion of Canada, viz: All points in the Provinces of Alberta, British Columbia, Manitoba, and Saskatchewan.

This paragraph was changed in Supplement 9, Page 3, effective September 1, 1932 to read as follows:

(c) On shipments which arrive by Boat Lines at Chicago, Ill.

Exhibit No. _____
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EXHIBIT "B"

Wabash Railway Company Tariff H-13224, I.C.C. No. 6078, effective September 11, 1926, Page 10:

Column "C"

Rates named in Column "C" are Reshipping rates and will apply on Grain, as described in Item No. 5, originating in the following described territory, from which no through joint rates are in effect.

(a) Points in Wisconsin.
(b) Points in the Upper Peninsula of Michigan.
(c) Points west of the Minnesota-Wisconsin State Line, EXCEPT Trans-Mississippi River Territory. (See Column "B").
(d) Points in the Dominion of Canada, viz: All points in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan.
#(e) On shipments which arrive by boat lines at Chicago, Ill., originating at points described in above paragraphs (a, b and d).

This paragraph was changed in Supplement 35, Page 7, effective November 25, 1932 to read as follows:

(e) On shipments which arrive by boat lines at Chicago, Ill.